PLANNING COMMISSION AGENDA

CHAIRPERSON:
Marvin Hansen

VICE CHAIRPERSON:
Adam Peck

COMMISSIONERS: Mary Beatie, Chris Gomez, Chris Tavarez, Adam Peck, Marvin Hansen

MONDAY, JUNE 26, 2023
VISALIA COUNCIL CHAMBERS
LOCATED AT 707 W. ACEQUIA AVENUE, VISALIA, CA
MEETING TIME: 7:00 PM

1. CALL TO ORDER –

2. THE PLEDGE OF ALLEGIANCE –

3. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. You may provide comments to the Planning Commission at this time, but the Planning Commission may only legally discuss those items already on tonight's agenda.

   The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.

4. CHANGES OR COMMENTS TO THE AGENDA –

5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.

   - No Items on the Consent Calendar

6. PUBLIC HEARING – Josh Dan, Senior Planner

   Conditional Use Permit No. 2023-20: A request by Andrew Goodwin Designs to construct a 1,597 square foot commercial building with a drive-thru lane for the Lady's Chicken and Rice quick serve restaurant. The site is zoned C-MU (Commercial Mixed Use) and is located on the southeast corner of the East Houston Avenue and North Santa Fe Street roundabout (APN: 094-130-049). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Categorical Exemption No. 2023-31.

7. PUBLIC HEARING – Josh Dan, Senior Planner

   Conditional Use Permit No. 2023-21: A request by Supreme Construction, Inc. to convert the former Main Street Theater into an indoor virtual golf club with seven virtual golf simulator rooms, lobby, seating area, and full-service bar and dining area. The site is zoned D-MU (Downtown Mixed Use) and is located at 307 East Main Street (APN: 094-296-001). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 153301, Categorical Exemption No. 2023-29.

8. PUBLIC HEARING – Brandon Smith, Principal Planner

   a. Annexation No. 2022-04: A request by D.R. Horton to annex one parcel totaling approximately 40.44 acres into the city limits of Visalia. Upon annexation, the area would be zoned R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations, consistent with the General Plan Land Use Designation of Residential Low Density and Parks/Recreation. The project site is located on the east side of Road 88, approximately ¼ mile south of West Goshen Avenue (APN: 081-030-080). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2023-32 be adopted (State Clearinghouse No. 2023050712).

   b. Shepherds Ranch II Tentative Subdivision Map No. 5589: A request by D.R. Horton to subdivide a 40.44-acre parcel into 200 lots for single-family residential use and additional lots for landscaping, park, and trail purposes, to be located within the R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations. The Project would result in onsite infrastructure improvements including but not limited to new utilities, new public residential streets, and improvements to the frontage of Road 88. The project site is located on the east side of Road 88, approximately ¼ mile south of West Goshen Avenue (APN: 081-030-080). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2023-32 be adopted (State Clearinghouse No. 2023050712).

   c. Tentative Parcel Map No. 2022-03: A request by D.R. Horton to subdivide 40.44 acres into three parcels for phasing and financing purposes to be located within the R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations. The project site is located on the east side of Road 88, approximately ¼ mile south of West Goshen Avenue (APN: 081-030-080). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2023-32 be adopted (State Clearinghouse No. 2023050712).

9. PUBLIC HEARING – Cristobal Carrillo, Associate Planner
   a. Annexation No. 2022-03: A request by Woodside Homes to annex one parcel totaling approximately 69.35 acres into the city limits of Visalia. Upon annexation the area would be zoned R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size), which is consistent with the General Plan Land Use Designation of Residential Very Low Density. The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18 be adopted (State Clearinghouse No. 2023050728).
   b. Barr & Wood Tentative Subdivision Map No. 5588: A request by Woodside Homes to subdivide a 69.35-acre parcel into 136 lots for single-family residential use and additional lots for private streets, landscaping and lighting district lots, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone. The Project would result in onsite and offsite infrastructure improvements including but not limited to new and relocated utilities, new private and public residential streets, improvements of South Roeben Street and South Shirk Road, and the continuation and improvement of West Whitendale Avenue. The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18 be adopted (State Clearinghouse No. 2023050728).
   c. Conditional Use Permit No. 2022-06: A request by Woodside Homes to allow a planned unit development on a 69.35-acre parcel consisting of 136 single-family residential lots, private streets, two gated entries, landscaping and lighting district lots, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone. The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18 be adopted (State Clearinghouse No. 2023050728).
   d. Tentative Parcel Map No. 2022-02: A request by Woodside Homes to subdivide 69.35 acres into three parcels for phasing and financing purposes, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone. The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18 be adopted (State Clearinghouse No. 2023050728).

10. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –
    a. Upcoming July 10th Planning Commission meeting:
       - Swearing in of new Planning Commissioner
       - Election of Chair and Vice Chair

The Planning Commission meeting may end no later than 11:00 P.M. Any unfinished business may be continued to a future date and time to be determined by the Commission at this meeting. The Planning Commission routinely visits the project sites listed on the agenda.

For Hearing Impaired – Call (559) 713-4900 (TTY) 48-hours in advance of the scheduled meeting time to request signing services.

Any written materials relating to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Office, 315 E. Acequia Visalia, CA 93291, during normal business hours.

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, JULY 6, 2023, BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, JULY 10, 2023

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: June 26, 2023

PROJECT PLANNER: Josh Dan, Senior Planner
Phone No.: (559) 713-4003
E-mail: josh.dan@visalia.city

SUBJECT: **Conditional Use Permit No. 2023-21:** A request by Supreme Construction, Inc. to convert the former Main Street Theater into an indoor virtual golf club with seven virtual golf simulator rooms, lobby, seating area, and full-service bar and dining area. The site is zoned D-MU (Downtown Mixed Use) and is located at 307 East Main Street (APN: 094-296-001).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2023-21, as conditioned, based on the findings and conditions in Resolution No. 2023-26. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2023-21 based on the findings and conditions in Resolution No. 2023-26.

PROJECT DESCRIPTION

The Conditional Use Permit is a request to convert, through remodel, the former Main Street Theater into an indoor virtual golf club which would include seven golf simulator rooms, a lobby, seating area, and a full-service bar and dining area (see Exhibit "B"). The total building area of the former Main Street Theater is 8,750 square feet. The project site is located at 307 East Main Street, east of the downtown Garden Street Plaza. Per the operational statement (see Exhibit "A"), the proposed use will allow patrons, singular or up to groups of five, to strike a golf ball in a controlled indoor environment via the simulator's technology.

Simulator rooms are not closed off and allow other patrons to view simulated golf games. Sessions can be rented out for individuals and groups of up to five in one hour intervals. Per the applicant's operational statement (Exhibit "A"), the simulators may also be booked online through their website, however walk-ins are permitted subject to availability. The operational statement further details that the business will have a total of 14 employees and only 6 per shift, and will be open Monday through Thursday from 9:00 a.m. to 10:00 p.m., Fridays from 9:00 a.m. to 11:00 p.m., Saturdays from 8:00 a.m. to 11:00 p.m., and Sundays from 12:00 p.m. to 8:00 p.m..

Elevations provided by the applicant are included in Exhibit "D". Changes are minimal as the applicant intends to retain the old movie theater's ticket booth and its overhead marquee and exterior brick work, and is proposing only minor alteration to the entry trim. The site is located within the Downtown Retail Overlay District (DROD) and all changes are consistent with the requirements of VMC Chapter 17.58 Downtown Retail Overlay District.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Downtown Mixed- Use	
Zoning:	D-MU (Downtown Mixed-Use)	
Surrounding Zoning and Land Use:	North:	D-MU (Downtown Mixed-Use) – Main St. and COV public parking lot
	South:	D-MU (Downtown Mixed-Use) – Alley and COV E. Acequia parking garage
	East:	D-MU (Downtown Mixed-Use) – Los Culichis Restaurant
	West:	D-MU (Downtown Mixed-Use) – Downtown Visalia Garden Street Plaza / Commercial Retail uses
Environmental Document	Categorical Exemption No. 2023-29	
Site Plan:	Site Plan Review No. 2023-017	

RELATED PLANS AND POLICIES

Please see attached summary of related plans and policies.

SIMILAR PROJECT

On November 9, 2020, the Planning Commission approved Conditional Use Permit No. 2020-27 by a 5-0 vote. The request was by CleVR Escape to allow an escape room and virtual reality arcade in the D-MU (Downtown Mixed-Use) zone, located at 205 West Main Street.

PROJECT EVALUATION

Staff supports the requested conditional use permit based on project consistency with the General Plan and the Zoning Ordinance.

Land Use Compatibility

The Visalia Zoning Matrix identifies “other recreational facilities” as a conditional use in the D-MU zone and requires the submittal and approval of a CUP application. Through the CUP process, potential impacts can be addressed thereby ensuring compatibility between the proposed use and existing surrounding uses. Staff supports the re-use of this building for an indoor recreational facility.

The downtown area has seen continued growth in the number and variety of businesses over the past few years. The ongoing efforts to attract and enhance the downtown area with various businesses and uses are seen as a positive trend that is directly related to the goals and policies of the General Plan and Zoning Ordinance. Both General Plan Land Use policies and Zoning requirements are intended to promote a healthy retail, commercial, and entertainment environment by attracting businesses, which are open throughout the day and serve a broad range of clientele. The uses found in the downtown area are intended to permit the highest density and intensity of development in the city in order to keep downtown a vibrant, walkable environment.

The project is consistent with the Downtown Mixed-Use land use designation because it provides another entertainment venue to the downtown area which is consistent with Land Use Objectives LU-O-31 and LU-O-32, which state:

LU-O-31: Support the continued development and vitality of Downtown and the redevelopment and revitalization of East Downtown.

LU-O-32: Maintain Downtown as Visalia's medical, professional, government, cultural and entertainment center.

The proposed golf simulation use will operate with varying operational hours throughout the week, as noted above, which are generally consistent with the hours of operation of other commercial establishments in the area.

Staff concludes that the proposed golf simulation business will be compatible and complementary to the surrounding area and uses and can operate without negative impacts on the surrounding uses based upon the recommended conditions in this staff report.

Downtown Parking

The building is located within the Downtown Parking District and the Parcel Based Improvement District (PBID). The downtown parking district was formed to ensure that uses established within this district meet the parking requirements of the Visalia Municipal Code (VMC) or, that uses pay in-lieu fees for future downtown parking facilities. These fees would be used exclusively for the purpose of acquiring and developing off-street parking facilities to serve the central business district.

The requirements regarding parking in-lieu payment(s)/requirement(s) for the Downtown District Parking Zone have since been restructured for projects categorized as "Change in Use" projects. A change in use project applies to existing lease space where the former use (i.e., office) is being renovated to another use (i.e., retail). This project qualifies as a "Change in Use" project and therefore is not subject to the Parking In-lieu fee program.

Environmental Review

The requested action is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA). (Categorical Exemption No. 2023-29).

Projects determined to meet this classification consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use. Examples include but are not limited to interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances for commercial structures.

RECOMMENDED FINDINGS

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The downtown area is a regional draw to residents of Visalia, tourist and to surrounding communities. The uses found in the downtown area are intended to permit the highest density and intensity of development in the city in order to keep downtown a vibrant, walkable environment. The project is consistent with the Downtown Mixed-Use land use designation because it provides another form of an entertainment venue to the downtown area which is consistent with Land Use Objectives LU-O-31 and LU-O-32.
    b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The proposed golf simulation's hours of operation are generally consistent with the hours of operation of other commercial establishments in the area. The downtown area is a regional draw to residents of Visalia, tourist and to surrounding communities. The uses found in the downtown area are intended to permit the highest density and intensity of development in the city in order to keep downtown a vibrant, walkable environment. The project is consistent with the Downtown Mixed-Use land use designation because it provides another form of an entertainment venue to the downtown area which is consistent with Land Use Objectives LU-O-31 and LU-O-32.
3. That the project is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (Categorical Exemption No. 2023-29).

RECOMMENDED CONDITIONS OF APPROVAL

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2023-017.
2. That the facility operates consistent with the Operational Statement in Exhibit "A". Any change in the hours of operation shall be reviewed by the City Planner prior to the change to determine consistency with this permit, and may require an amendment to this use permit.
3. That the site be developed in substantial compliance with the floor plan in Exhibit "C" and elevations in Exhibit "D". Substantial changes to the floor plan or elevations shall be reviewed by the Site Plan Review Committee to determine consistency with the approval.
4. That all other Federal, State, Regional, and City codes and ordinances be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 N. Santa Fe Street. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2023-26
- Exhibit "A" – Operational Statement
- Exhibit "B" – Site Plan
- Exhibit "C" – Floor Plan
- Exhibit "D" – Exterior Alterations
- Site Plan Review No. 2023-017 Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Vicinity Map

Related Plans & Policies

Zoning Ordinance, Title 17 of Visalia Municipal Code

Excerpts from Chapter 17.38: Conditional Use Permits

17.38.010 Purposes and powers.

In certain zones conditional uses are permitted subject to the granting of a conditional use permit. Because of their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties. In order to achieve these purposes and thus give the zone use regulations the flexibility necessary to achieve the objectives of this title, the planning commission is empowered to grant or deny applications for conditional use permits and to impose reasonable conditions upon the granting of such permits.

17.38.030 Lapse of conditional use permit.

A conditional use permit shall lapse and shall become void twenty-four (24) months after the date on which it became effective, unless the conditions of the permit allowed a shorter or greater time limit, or unless prior to the expiration of twenty-four (24) months a building permit is issued by the city and construction is commenced and diligently pursued toward completion on the site that was the subject of the permit. A permit may be renewed for an additional period of one year; provided, that prior to the expiration of twenty-four (24) months from the date the permit originally became effective, an application for renewal is filed with the planning commission. The commission may grant or deny an application for renewal of a conditional use permit. In the case of a planned residential development, the recording of a final map and improvements thereto shall be deemed the same as a building permit in relation to this section.

17.38.040 Revocation.

Upon violation of any applicable provision of this title, or, if granted subject to a condition or conditions, upon failure to comply with the condition or conditions, a conditional use permit shall be suspended automatically. The planning commission shall hold a public hearing within sixty (60) days, in accordance with the procedure prescribed in Section 17.38.080, and if not satisfied that the regulation, general provision or condition is being complied with, may revoke the permit or take such action as may be necessary to insure compliance with the regulation, general provision or condition. Appeals of the decision of the planning commission may be made to the city council as provided in Section 17.38.120.

17.38.050 New application.

Following the denial of a conditional use permit application or the revocation of a conditional use permit, no application for a conditional use permit for the same or substantially the same conditional use on the same or substantially the same site shall be filed within one year from the date of denial or revocation of the permit unless such denial was a denial without prejudice by the planning commission or city council.

17.38.060 Conditional use permit to run with the land.

A conditional use permit granted pursuant to the provisions of this chapter shall run with the land and shall continue to be valid upon a change of ownership of the site or structure that was the subject of the permit application subject to the provisions of Section 17.38.065.

17.38.065 Abandonment of conditional use permit.

If the use for which a conditional use permit was approved is discontinued for a period of one hundred eighty (180) days, the use shall be considered abandoned and any future use of the site as a conditional use will require the approval of a new conditional use permit.

17.38.080 Public hearing--Notice.

A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.

B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use that is the subject of the hearing, and by publication in a newspaper of general circulation within the city.

17.38.090 Investigation and report.

The planning staff shall make an investigation of the application and shall prepare a report thereon that shall be submitted to the planning commission. The report can recommend modifications to the application as a condition of approval.

17.38.100 Public hearing--Procedure.

At the public hearing the planning commission shall review the application and the statement and drawing submitted therewith and shall receive pertinent evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in Section 17.38.110. The planning commission may continue a public hearing from time to time as it deems necessary.

17.38.110 Action by planning commission.

A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;

2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to

the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.

C. The commission may deny an application for a conditional use permit.

17.38.120 Appeal to city council.

The decision of the City planning commission on a conditional use permit shall be subject to the appeal provisions of section 17.02.145.

17.38.130 Effective date of conditional use permit.

A conditional use permit shall become effective immediately when granted or affirmed by the council, or ten days following the granting of the conditional use permit by the planning commission if no appeal has been filed.

RESOLUTION NO. 2023-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2023-21, A REQUEST BY SUPREME CONSTRUCTION, INC. TO CONVERT THE FORMER MAIN STREET THEATER INTO AN INDOOR VIRTUAL GOLF CLUB WITH SEVEN VIRTUAL GOLF SIMULATOR ROOMS, LOBBY, SEATING AREA, AND FULL-SERVICE BAR AND DINING AREA. THE SITE IS ZONED D-MU (DOWNTOWN MIXED USE) AND IS LOCATED AT 307 EAST MAIN STREET (APN: 094-296-001)

WHEREAS, Conditional Use Permit No. 2023-21, is a request by Supreme Construction, Inc. to convert the former Main Street Theater into an indoor virtual golf club with seven virtual golf simulator rooms, lobby, seating area, and full-service bar and dining area. The site is zoned D-MU (Downtown Mixed Use) and is located at 307 East Main Street (APN: 094-296-001); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on June 26, 2023; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Section 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, the Planning Commission finds the project to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15301.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The downtown area is a regional draw to residents of Visalia, tourist and to surrounding communities. The uses found in the downtown area are intended to permit the highest density and intensity of development in the city in order to keep downtown a vibrant, walkable environment. The project is consistent with the Downtown Mixed-Use land use designation because it provides another form of an entertainment venue to the downtown area which is consistent with Land Use Objectives LU-O-31 and LU-O-32.

b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The proposed golf simulation's hours of operation are generally consistent with the hours of operation of other commercial establishments in the area. The downtown area is a regional draw to residents of Visalia, tourist and to surrounding communities. The uses found in the downtown area are intended to permit the highest density and intensity of development in the city in order to keep downtown a vibrant, walkable environment. The project is consistent with the Downtown Mixed-Use land use designation because it provides another form of an entertainment venue to the downtown area which is consistent with Land Use Objectives LU-O-31 and LU-O-32.

3. That the project is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (Categorical Exemption No. 2023-29).

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here in above described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2023-017.
2. That the facility operates consistent with the Operational Statement in Exhibit "A". Any change in the hours of operation shall be reviewed by the City Planner prior to the change to determine consistency with this permit, and may require an amendment to this use permit.
3. That the site be developed in substantial compliance with the floor plan in Exhibit "C" and elevations in Exhibit "D". Substantial changes to the floor plan or elevations shall be reviewed by the Site Plan Review Committee to determine consistency with the approval.
4. That all other Federal, State, Regional, and City codes and ordinances be met.

Operational Statement for Mulligans 1744, Inc

Location: 307 E. Main St., Visalia, CA 93291

- Nature of the operation/project
  - Indoor Golf Club – golf will be played virtually. Participants will hit a real ball into a screen that has a golf course or driving range projected on it. There is overhead technology that will track the movement of the ball to accurately simulate on the screen what would happen in real life on the course.
  - Upscale bar food – we are using minimal kitchen equipment that produces no combustion, no grease laden vapors, and is all electric.
  - Full-service bar – Type 47-liquor license.

- Are there any outdoor activities? Live entertainment inside or outside?
  - There are no outdoor activities in our current operational plan
  - There is no live entertainment inside or outside in our current operational plan

- What products will be produced or sold by the operation?
  - There will be no products produced outside of food and beverages which will be for onsite consumption only.
  - Products sold onsite
    - Food & Beverages
    - Sale of Mulligans brand golf related items (i.e., shirts, hats, ball markers, etc.…)
    - Onsite Golf simulator rental
    - Golf club repair & regrips
    - Golf instruction

- How will patrons reserve and use the golf simulators?
  - There will be seven golf simulator bays
  - Patrons can either walk up and pay for simulator bay time (typically sold in hourly increments) or they can call ahead or reserve simulator bay time online through our website www.playatmulligans.com
  - A Simulator can comfortably hold between 1-5 patrons each. One at a time, a patron will stand at the golf tee and hit a real golf ball into a projected image on a screen. Through our technology, analytics is captured on ball flight, ball spin, ball path, club path, and a host of other metrics and accurately display on the screen what would happen in real life to the ball with up to 99% accuracy. After the patron hits, the next patron will stand on the tee to hit their shot and so on. Only one patron allowed at a time in the hitting area with the rest of the patrons out of the strike zone.



- Standard time if play is as follows
    - 1 Person – 45 minute round
    - 2 Persons – 60 minute round
    - 3-4 Persons – 120 minute round

- What is the existing use of the site?
    - Existing type: Sports/Entertainment
    - Existing Sub-Type: Theatre/Concert Hall

- List the hours and days of operation during a typical work week
    - Monday: 9am – 10pm
    - Tuesday: 9am - 10pm
    - Wednesday: 9am-10pm
    - Thursday: 9am-10pm
    - Friday: 9am-11pm
    - Saturday: 8am-11pm
    - Sunday: 12pm-8pm

- Anticipated number of clients/customers at one given time
    - Peak days/hours
        - Friday 5-11pm (40 customers/hr.)
        - Saturday 8am-11pm (35 customers/hr.)
        - Sunday 12pm-8pm (30 customers/hr.)
    - Non-Peak days/hours
        - Monday 9am-3pm (10 customers/hr.), 4pm-10pm (20 customers/hr.)
        - Tuesday 9am-3pm (10 customers/hr.), 4pm-10pm (20 customers/hr.)
        - Wednesday 9am-3pm (10 customers/hr.), 4pm-10pm (20 customers/hr.)
        - Thursday 9am-3pm (10 customers/hr.), 4pm-10pm (20 customers/hr.)
        - Friday 9am-5pm (20 customers/hr.)

- Number of employees and future employees
    - Overall Number of Employees: 14
    - Estimated Max Number of employees per shift: 6

- Will any of the employees live on site?
    - No

- Security Plan
    - Security Plan Goals
        - To create a safe and secure environment within and immediately outside of the establishment for all customers, guests, employees, and surrounding businesses.
        - To provide a high level of control, safety, and quality experience for customers and guests.
        - To mitigate any noise or inappropriate conduct directed at the immediate businesses by customers and guests upon entry or departure from the establishment.
        - To diffuse all situations as they occur, but also establish preventative measures to minimize the number of potential situations.
        - To maintain trained staff responsible and accountable for looking after the security and well-being of guests, customers, and staff.

- How we pursue these goals?
    - Retain the services of a security company to install CCTV for the front & rear entrances, bathrooms, alleyway, bar, and interior spaces.
    - Updated the lighting of the alleyway
    - Train our staff to identify patrons who are becoming intoxicated or loud, obnoxious, “looking for trouble”, and with basic non-confrontational methods, cut such people off from further drinking.
    - Our Bartenders & hosts will be our first line of defense by monitoring patrons to ensure consumption of alcohol is by adult patrons only and no patron is overserved. Additionally, our hosts will be trained to be attentive to potential conversations and actions that could lead to fights and be proactive in diffusing the situation.
    - Our management will be our second line of defense in monitoring the patrons to ensure civility. Management will support our bartenders and hosts in taking necessary further action in diffusing potential situations or in handling any patron who has become intoxicated to the extent of calling an uber if needed.
    - All employees will be required to obtain a certificate of completion from the Alcoholic Beverage Control Department "LEAD Program".
    - We will appropriately check the ID of patrons who purchase alcohol to ensure no drinks are sold to minors. All alcohol will be consumed on-site only.
- We will work with the City of Visalia, Downtown Visalians, and the Visalia Police Department in developing a comprehensive security plan that is proactive in creating an atmosphere for all ages to enjoy.

- Number and type of service or delivery vehicles
    - Estimated between 1-2 deliveries per week from Sysco Food
    - Estimated between 1-2 deliveries per week from alcohol & drink vendors.
    - Mulligans will not be providing any delivery services

- What equipment is used?
    - Primary Kitchen equipment detailed in question below
    - Overhead launch monitors to track golf ball and club swing characteristics
    - Projectors

- Detailed kitchen operations, equipment, and menu.
    - Kitchen goal: upscale bar food
    - Sample Menu
        - Personal Pizzas
        - Soft pretzel sticks
        - Fried pickle chips
        - Fry Basket
        - Chips & Salsa
        - Brisket sandwiches
        - Hot wings
        - Loaded Hot Dogs
        - Spicy Chicken Sandwich

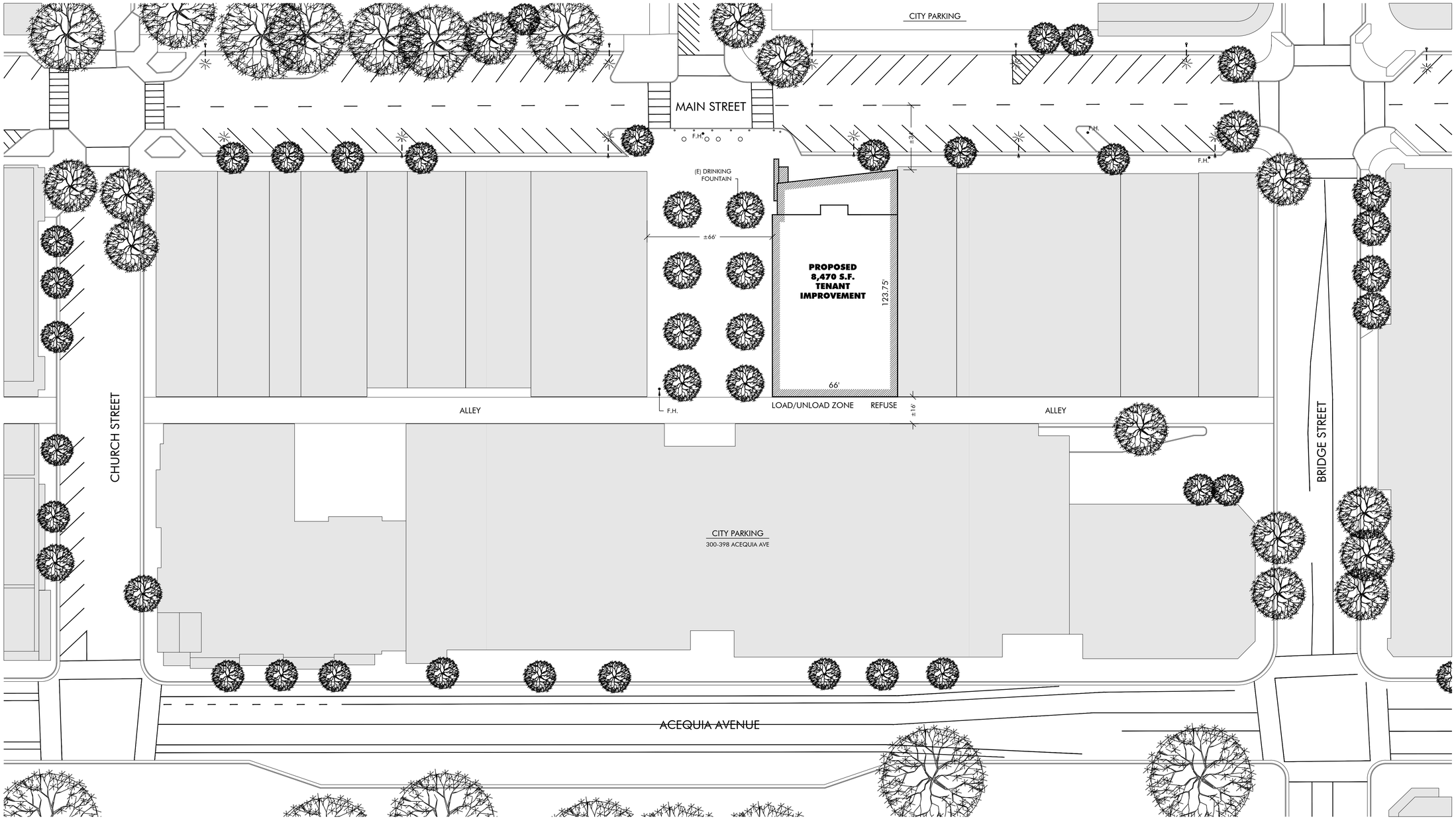
    - Key Equipment
        - Icombi Pro by Rational. This is an all-in-one electric cooking system that uses convection and steam to crisp fries, steam vegetables, or even grill steaks.

        - There will be no combustion or gas kitchen equipment. As well, the icombi does not produce grease laden vapors which means per code we would not need a hood vent or suppression system. (Certification available upon request)
        - Walk In refrigerator & stand-up freezer

    - Operations
        - Our kitchen will be manned by between 1 to 2 cooks
        - Our goal is not to be a restaurant, but an Indoor Golf Club that offers food and beverages for our patrons to enjoy as they are playing golf.
        - The bar will consist of between 8-10 stools with two bartender stations.
        - We will be pursuing a California Liquor License Type 47 with around 6-8 beers on tap
        - There will be a 'dining' area that consists of 4 tables seating 4 patrons each.
        - Each simulator bay will consist of a counter with 4 stools for patrons to sit, enjoy a drink or food, as they wait to take their golf shot with their group.

- Will hazardous materials or waste be produced as part of the business? If yes, please explain.
    - There will be no hazardous material produced as a part of this business
    - Waste produced will be common to any bar or small restaurant such as food, cardboard boxes, bottles, etc.…

- Please include any other information that will provide a clear understanding of your business and its operation.
    - Our primary purpose is an indoor golf club with secondary purposes of offering a food and beverages.
    - We will be conducting golf training classes, summer camps for students, league nights, and tournaments.
    - Our goal is to be a community resource for the youth and an indoor venue in Downtown Visalia for patrons to enjoy and build community as we aim to grow the game of golf.



SITE PLAN

SCALE: 1" = 25'-0"

SUPREME CONSTRUCTION
1067 SOUTH Q PLACE
TULARE, CA 93274
O: (559) 234-2070
F: (559) 562-6287
LIC.#: 931367
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NOTES

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REVISIONS:

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CLIENT:
MULLIGANS
307 E. MAIN ST.
VISALIA, CA 93291

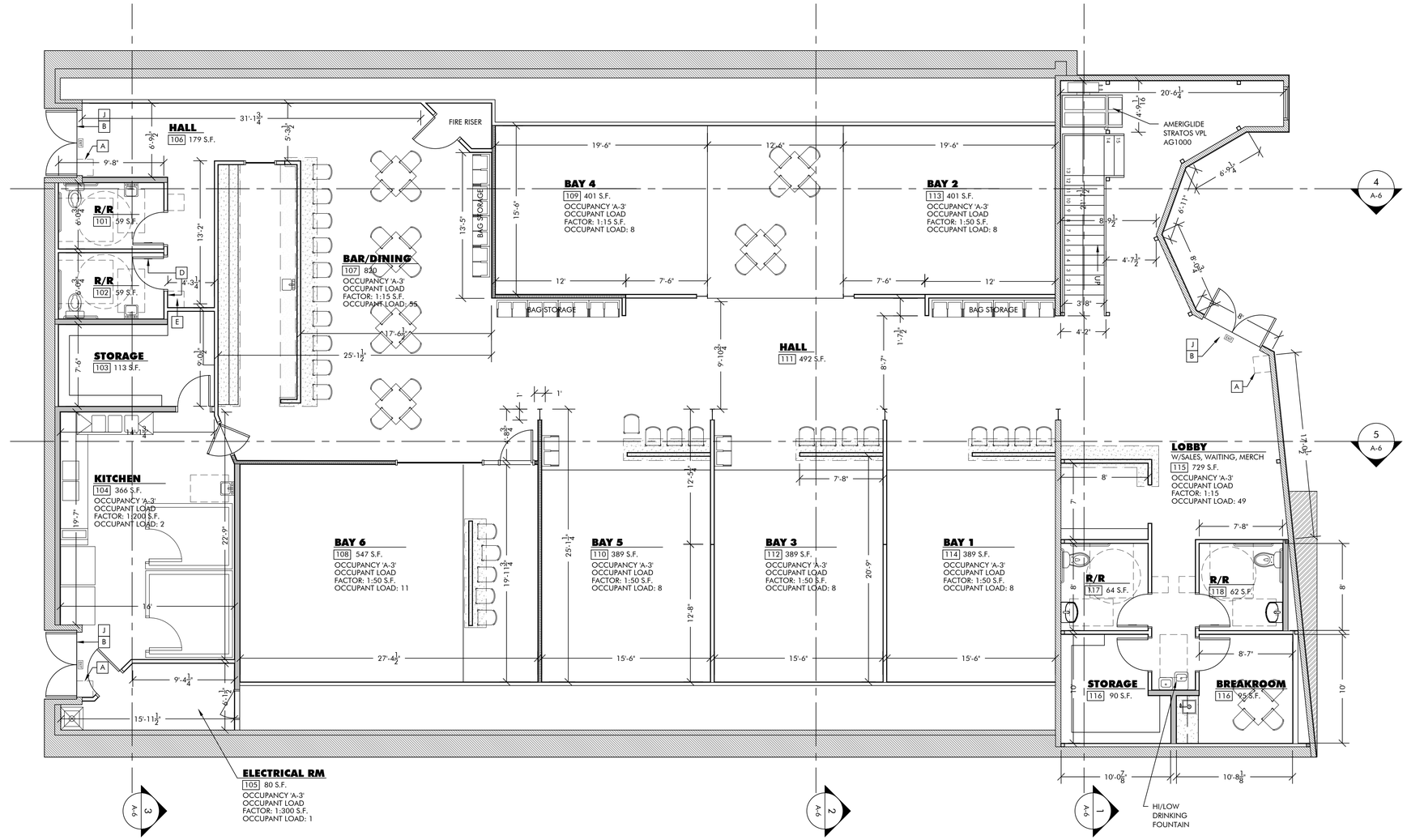
SITE:
307 E. MAIN ST.
VISALIA, CA 93291

JOB NAME:
MULLIGANS
TENANT IMPROVEMENTS

TITLE:
SITE PLAN

DRAWN BY: ERIC WHITE
DATE: 5/3/23
PROJECT NO.: 23051

SHEET: A1-1



FLOOR PLAN - LEVEL 1

SCALE: 3/16" = 1'-0"

FLOOR PLAN KEY NOTES & LEGEND:

- A — 18" SQ. CLR. FLR. SPACE CENTERED ON TACTILE FLOOR DESIGNATION WALL SIGNAGE. FOR TACTILE 'EXIT' SIGNAGE , SEE DTL. - (C / A-9)
- B — FOR EXT. MTL. DOOR THRESHOLDS MEETING ACCESSIBILITY REQUIREMENTS, SEE DTL. - (K / A-9)
- C — WALLS & SOFFITS WITHIN ENCLOSED USABLE SPACES UNDER ENCLOSED & UNELCLOSED STAIR-WAYS SHALL BE PROTECTED BY 1-HOUR FIRE-RESISTANCE-RATED CONST., C.B.C. SEC. 1011.7.3, USE C.B.C. TABLE 721.1(2), ITEM NO. 14-1.3; 5/8" THK. TYPE-'X' GYP.BD. @ WALLS & CLNG. BLW. STAIRWAY @ LOBBY RM. 115
- D — FOR REQUIRED DOOR SIGNAGE AND ADJACENT WALL SIGNAGE @ ACCESSIBLE SANITARY FACILITIES, SEE DTL. - (D / A-10)
- E — 18" SQ. CLR. FLR. SPACE CENTERED ON R/R WALL SIGNAGE (TYP.) WHERE INDICATED
- F — 30" W. x 48" DP. CLEAR FLOOR SPACE FOR ACCESSIBLE FORWARD APPROACH TO PLUMBING FIXTURE, SEE DETAIL B SHEET A-10
- G — FOR TOP & BTM. HANDRAIL EXTENSION @ STAIRS, REFER TO DTL. - (D / A-12)
- H — HARD SURFACED (QUARTZ) CNTR., FIN. HGT. @ +34" (MAX. A.F.F.)
- J — PROVIDE A REDILY VISIBLE DURABLE SIGN POSTED ON THE EGRESS SIDE ON OR ADJACENT TO THE DOOR STATING: 'THIS DOOR TO REMAIN UNLOCKED WHEN THE SPACE IS OCCUPIED'. THE LETTERS TO BE 1 INCH HIGH ON CONTRASTING BACKGROUND
- K — FOR ACCESSIBLE R/R CLEARANCES, SEE DTL. - (A / A-12)
- L — ACCISSBLE HAND AND EYE WASH STATION
- M — ELEC. WATER HEATER (140.0 LBS.) IN PRE-MFG. MTL. ENCLOSURE W/VENTED DOOR (2)-QUICK STRAPS #QS-50 SEISMIC STRAPS, (SEE PLUMBG DWGS, BY OTHERS)
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- Z — ACCESSIBLE DROP-IN S.S. SINK (6.5" DP. MAX) W/DRAIN HOLE & POINT OF USE WATER HEAT'G
- AA — 12" DP. UPPERS
- BB — 24" DP. BASE CAB.
- CC — 12" DP. STOR'G SHELF UNIT, BY OWNER, FOR CLEANING SUPPLIES
- DD — LOCATION FOR WALL MTD. RECEPTACLES FOR MOPS AND BROOMS
- EE — 48" x 48" INTERIM STAIR LANDING
- EXIT — ILLUMINATED EXIT SIGN W/BATTERY BACK UP (SEE ELEC. DWGS. BY OTHERS)
- FIRE EXTINGUISHER, MOD. NO. 2A-10B:C, TOP OF HANDLE @ +48" MAX. A.F.F., W/75' MAX. DISTANCE OF TRAVEL, PROVIDE PRE-MFG. SIGNAGE ABV. W/WHITE BACKGROUND & RED LETTERS/GRAPHICS WHICH READS IN VERTICAL FORMAT; 'FIRE EXTINGUISHER' W/ RED ARROW POINTING DOWNWARD
- IND. 2X4 WALL W/R-16 INSULATION
- EXISTING WALL TO REMAIN
- IND. 2X6 PLUMBING WALL
- IND. 2X4 WALL W/NO INSULATION
- INDICATES SHEARWALL SCHEDULE; REFER TO SHEET 'SN-3' FOR REQ'D MATERIAL AND NAILING, (TYP.)
- INDICATES TOP PLATE SPLICES; REFER TO SHEET 'SN-3' FOR REQ'D NAILING &/OR STRAPS, (TYP.)
- INDICATES SILL ANCHORAGE; REFER TO SHEET 'SN-3' FOR REQ'D A.B.'S & SPACING, (TYP.)
- (A) — 1" AIR LINE
- (W) — HOSE BIB

PLAN SYMBOL KEY:

- INDICATES WINDOW SYMBOL; REFER TO SHEET 'A-B.1' FOR REQUIRED WINDOW ELEVATIONS AND/OR WINDOW TYPES, (TYP.)
- INDICATES DOOR SYMBOL; REFER TO SHEET 'A-8' FOR REQUIRED DOOR ELEVATIONS, DOOR TYPES & DOOR SCHEDULE NOTES, (TYP.)
- INDICATES FLOOR PLAN KEY NOTES & LEGEND SYMBOL, (SEE THIS SHEET)
- (T) — SYMBOL INDICATES TEMPERED (SAFETY GL.) DUAL PANE LOW-E GLAZING, REFER TO T-24 REPORT FOR REQUIRED U-VALUE, (TYP. THIS SHEET)

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NOTES

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CLIENT:
MULLIGANS
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VISALIA, CA 93291

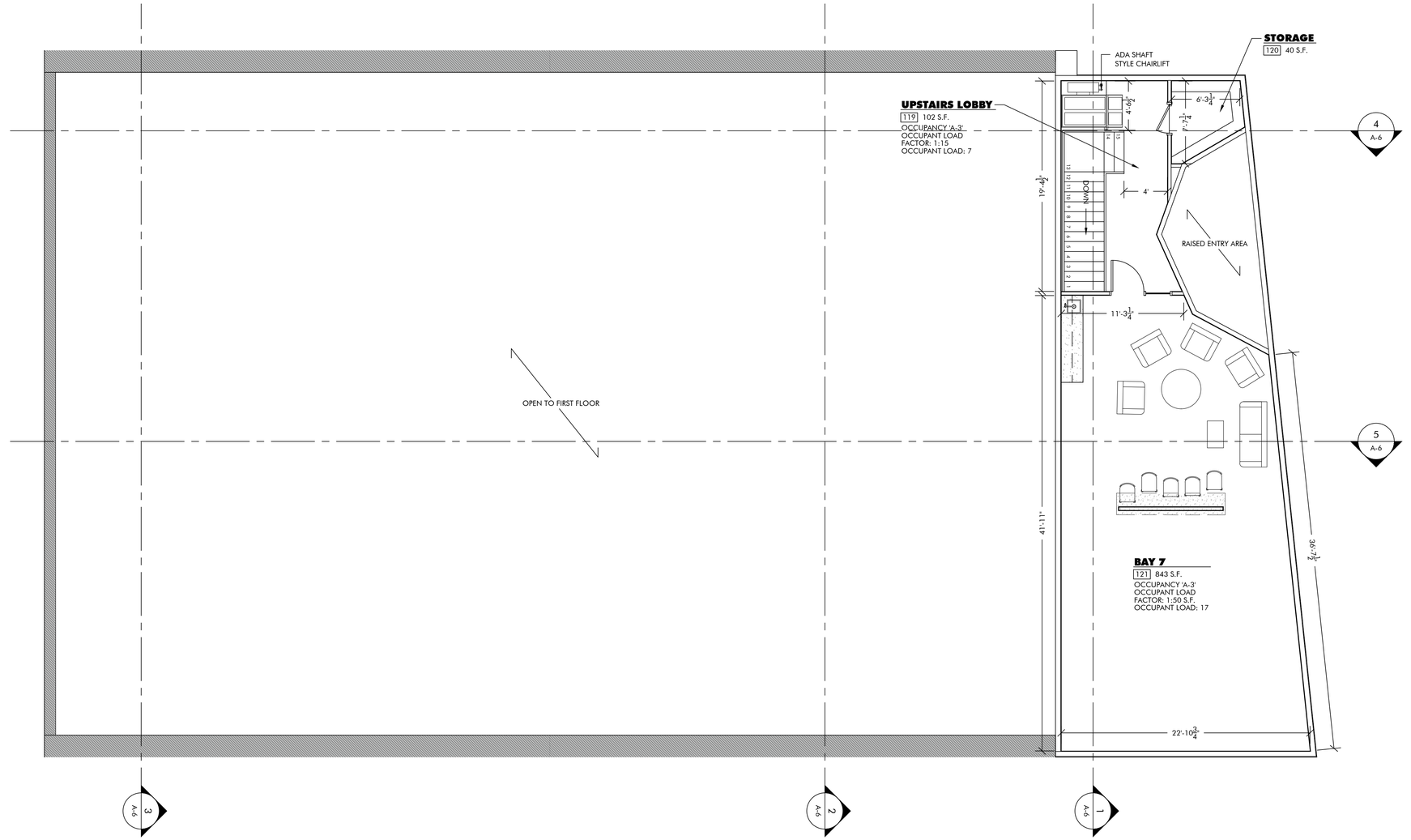
SITE:
307 E. MAIN ST.
VISALIA, CA 93291

JOB NAME:
MULLIGANS
TENANT IMPROVEMENTS

TITLE:
FLOOR PLAN - LEVEL 1

DRAWN BY: ERIC WHITE
DATE: 5/3/23
PROJECT NO.: 23051

SHEET: A-2



FLOOR PLAN - LEVEL 2

SCALE: 3/16" = 1'-0"

FLOOR PLAN KEY NOTES & LEGEND:

- A — 18" SQ. CLR. FLR. SPACE CENTERED ON TACTILE FLOOR DESIGNATION WALL SIGNAGE. FOR TACTILE 'EXIT' SIGNAGE , SEE DTL. - (C / A-9)
- B — FOR EXT. MTL. DOOR THRESHOLDS MEETING ACCESSIBILITY REQUIREMENTS, SEE DTL. - (K / A-9)
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- D — FOR REQUIRED DOOR SIGNAGE AND ADJACENT WALL SIGNAGE @ ACCESSIBLE SANITARY FACILITIES, SEE DTL. - (D / A-10)
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- EXIT — ILLUMINATED EXIT SIGN W/BATTERY BACK UP (SEE ELEC. DWGS. BY OTHERS)
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NOTES
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REVISIONS:

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CLIENT:
MULLIGANS
307 E. MAIN ST.
VISALIA, CA 93291

SITE:
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VISALIA, CA 93291

JOB NAME:
MULLIGANS
TENANT IMPROVEMENTS

TITLE:
FLOOR PLAN - LEVEL 2

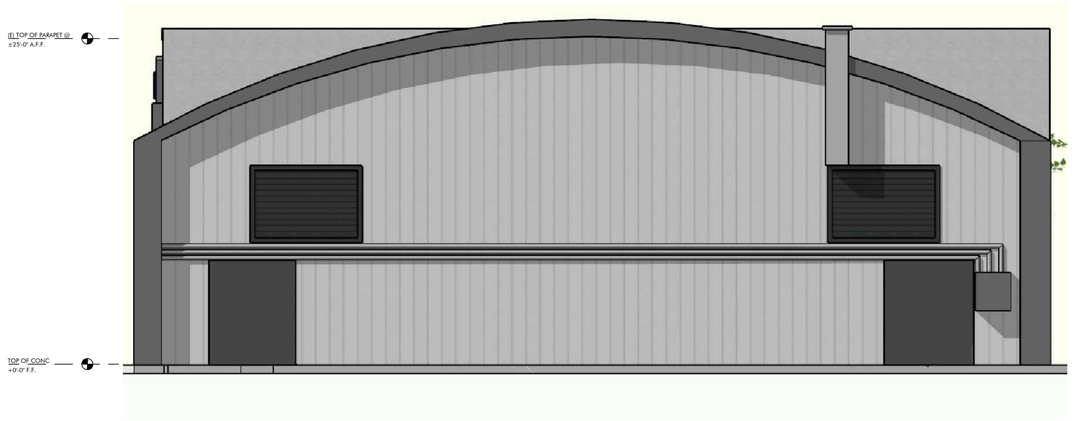
DRAWN BY: ERIC WHITE
DATE: 5/3/23
PROJECT NO.: 23051

SHEET: A-2.1



NORTH ELEVATION

SCALE: 3/16" = 1'-0"



SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



WEST ELEVATION

SCALE: 3/16" = 1'-0"

** FIELD VERIFY ALL EXTERIOR DIMENSIONS

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NOTES

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REVISIONS:

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3	- -	- -
4	- -	- -

CLIENT:
MULLIGANS
307 E. MAIN ST.
VISALIA, CA 93291

SITE:
307 E. MAIN ST.
VISALIA, CA 93291

JOB NAME:
MULLIGANS
TENANT IMPROVEMENTS

TITLE:
EXTERIOR ELEVATIONS

DRAWN BY: ERIC WHITE
DATE: 5/3/23
PROJECT NO.: 23051

SHEET: A-3

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

February 21, 2023

Site Plan Review No. 2023-017

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **February 8, 2023**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official, and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Paul Bernal
Community Development Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Planning Division

Tel: (559) 713-4359; Fax: (559) 713-4814

MEETING DATE	February 8, 2023
SITE PLAN NO.	2023-017
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 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☒ PLANNING COMMISSION ☐ PARK/RECREATION

☒ CUP

☐ HISTORIC PRESERVATION ☐ OTHER

☒ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443
Date: February 8, 2023

SITE PLAN NO:	2023-017
PROJECT:	Mulligans
DESCRIPTION:	INDOOR GOLF SIMULATOR FACILITY WITH RESTAURANT AND BAR. (D-MU)
APPLICANT:	SCOTT WRIGHT & SHANE MOSS
PROP. OWNER:	LEGACY INVESTMENTS LLC
LOCATION:	307 E. MAIN STREET
APN:	094-296-001
GENERAL PLAN:	Downtown Mixed Use
ZONING:	D-MU – MIXED USE DOWNTOWN

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Conditional Use Permit
- Building Permit

PROJECT SPECIFIC INFORMATION: February 8, 2023

1. The proposal will require approval of a Conditional Use Permit. The following items will be required as part of the Conditional Use Permit:
   - Detailed site plan identifying all site dimensions and setbacks, structures and their uses, and onsite improvements onsite. The site plan shall also identify the location, length, material, and height of all existing and proposed walls/fencing.
   - Detailed floor plan identifying the use and dimensions of each structure onsite, including the amount of bar area relative to the total amount of area open to the public.
   - Detailed building elevations for all structures, to include building materials, location of lighting fixtures, and signage
   - Detailed landscaping plan.
   - Detailed operational statement, describing all proposed activities to be conducted, including whether live entertainment will be provided onsite.
2. Project site is located within the PBID so the change in use will not require additional parking.
3. The project site is located within the Downtown Retail Overlay District (DROD). All proposed changes to the building exterior and signage shall comply with the design guidelines of the DROD. This shall include the following:
   - All wall signage shall not exceed a total of 50 square feet in size.
   - No more than 10% of a building exterior shall be covered with wood materials.
   - Existing brick surfaces shall be preserved and maintained.
4. Building permits required.
5. Given the prominence of certain architectural features of the building (ex. marquee signage), it is recommended that the applicant apply to place the structure on the City of Visalia Local Register of Historic Structures. Placement on the Local Register would require approval by the City of Visalia Historic Preservation Advisory Committee (HPAC), Visalia Planning Commission, and Visalia City Council, and would subject the structure to design review by the HPAC for any exterior alterations proposed in the future.

Note:

1. **The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required through the District.**

Sections of the Municipal Code to review:

17.19.070 Development standards in the D-MU zone

17.48.120 D.R.O.D. Sign Standards

17.58 Downtown Retail Overlay District

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. 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.

Signature _____



BUILDING/DEVELOPMENT PLAN REQUIREMENTS
ENGINEERING DIVISION

☐	**Adrian Rubalcaba**	**713-4271**
☐	**Ather Razaq**	**713-4268**
☐	**Edelma Gonzalez**	**713-4364**
☐	**Jaklin Rowley**	**713-4369**
☒	**Luqman Ragabi**	**713-4362**
☐	**Lupe Garcia**	**713-4197**

ITEM NO: 3 DATE: FEBRUARY 8, 2023

SITE PLAN NO.:	**23-017**
PROJECT TITLE:	**MULLIGANS**
DESCRIPTION:	**INDOOR GOLF SIMULATOR WITH RESTAURANT AND BAR (D-MU)**
APPLICANT:	**SCOTT WRIGHT & SHANE MOSS**
PROP OWNER:	**LEGACY INVESTMENTS LLC**
LOCATION:	**307 E MAIN ST**
APN:	**094-296-001**

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. ***FOR ANY WORK NEEDED WITHIN PUBLIC RIGHT-OF-WAY*** 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 Encroachment Tech. at 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 =.20%, 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 Valley Oak trees with drip lines and adjacent grade elevations. ☐ Protect Valley Oak trees during construction in accordance with City requirements.
☐ A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley 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. ***Proposed infill project will incur impact fees associated with the change in use of the building. Credits for the previous theater will be applied. see sheet 3 for further details of applicable fees.***

2. ***A building permit is required, standard plan check and inspction fees will apply.***

3. ***Per City records, it appears there are three existing sewer laterals to the building from the sewer main located in the alley.***

4. ***Project is located in AE Flood Zone. Substational improvements will be in affect and will be assessed at permit review.***

5. ***20% of project valuation will need to be used in Path of Travel upgrades.***

6. ***All required backflow devices and fire apparatus cannot be installed in the public right-of-way. Project will need to accommodate these items within the building footprint. Further coordinate with City Engineer for any conflicts.***

7. ***Any alterations to the existing building entrance, will require full compliance of section 11B-404 of the CBC.***

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-017**
Date: **02/08/2023**

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:**08/20/2022**)
(Project type for fee rates:**RESTAURANT/BAR**)

☒ Existing uses may qualify for credits on Development Impact Fees. **THEATER + 25%INFILL + 25%DOWNTOWN**

FEE ITEM	FEE RATE
☐ Groundwater Overdraft Mitigation Fee	
☐ Transportation Impact Fee	
☒ Trunk Line Capacity Fee	**$73/SEAT x TBD** **CREDIT** **$6.90/SEAT X TBD** **TREATMENT PLANT FEE** **$349/SEAT XTBD** **CREDIT** **$16.2/SEAT X TBD**
☐ 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.

Luqman Ragabi

SPR23017
MULLIGANS
307 E MAIN ST.

City of Visalia

Building: Site Plan Review Comments

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.

- [x] A building permit will be required. — *For information call (559) 713-4444*
- [x] Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- [ ] Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- [ ] Indicate abandoned wells, septic systems and excavations on construction plans.

You are responsible to ensure compliance with the following checked items:

- [x] Meet State and Federal requirements for accessibility for persons with disabilities.
- [x] A path of travel, parking and common area must comply with requirements for access for persons with disabilities. 20% OF PERMIT VALUE SHALL BE USED FOR 'PATH OF TRAVEL' ADA UPGRADES.
- [ ] 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.
- [x] A demolition permit & deposit is required. — *For information call (559) 713-4444*
- [x] Obtain required permits from San Joaquin Valley Air Pollution Board. — *For information call (661) 392-5500*
- [x] Plans must be approved by the Tulare County Health Department. — *For information call (559) 624-8011*
- [x] Project is located in flood zone AE *. [ ] Hazardous materials report. MEET FEMA FLOOD REQUIREMENTS
- [ ] Arrange for an on-site inspection. (Fee for inspection $157.00) — *For information call (559) 713-4444*
- [ ] School Development fees.
- [ ] Park Development fee $_____, per unit collected with building permits.
- [ ] Additional address may be required for each structure located on the site. — *For information call (559) 713-4320*
- [ ] Acceptable as submitted
- [ ] No comments at this time

Additional comments: STORIES WITH AN OCCUPANT LOAD GREATER THAN 49 REQUIRES TWO MEANS OF EGRESS. PROVIDE VERTICAL ACCESSIBLE ACCESS TO ALL AREAS OF PRIMARY FUNCTION. PROVIDE TYPE I HOOD WITH FIRE SUPPRESSION AND INGROUND GREASE INTERCEPTOR SHALL BE REQUIRED FOR COMMERCIAL COOKING.

VAL GARCIA 02/07/23

Site Plan Comments Visalia Fire Department Corbin Reed, Fire Marshal 420 N. Burke Visalia CA 93292 559-713-4272 office prevention.division@visalia.city	Date Item # Site Plan # APN:	February 7, 2023 3 23017 094296001

- 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 2022 California Fire Code (CFC), 2022 California Building Codes (CBC) and City of Visalia Municipal Codes.

- **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 are served by a common driveway, the range of numbers shall be posted at the roadway/driveway. 2022 CFC 505.1

- All hardware on **exit doors, illuminated exit signs and emergency lighting** shall comply with the 2022 California Fire Code. This includes all locks, latches, bolt locks, panic hardware, fire exit hardware and gates.

- **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. 2022 CFC 304.3.3

- A **Knox Box key lock system** is required. Where access to or within a structure or area is restricted because of secured openings (doors and/or gates), a key box is to be installed in an approved location. Go to knoxbox.com to order and please allow adequate time for shipping and installation. 2022 CFC 506.1

- 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). Where an existing building is retrofitted with a sprinkler system (NFPA 13 or NFPA 13R) a fire hydrant shall be provided within 75 feet of the FDC. An additional 25 feet of distance between a fire hydrant and FDC may be granted when a fire sprinkler Density is designed with an additional 25%. 2022 CFC §912 and VMC 8.20.010 subsection C103.4

- Locking **fire department connection (FDC) caps** are required. The caps shall be ordered using an approved Knox Authorization Order Form. Go to knoxbox.com to order and please allow adequate time for shipping and installation. 2022 CFC 912.4.1

- Commercial cooking appliances and domestic cooking appliances used for commercial purposes that produce grease laden vapors shall be provided with a **Type 1 Hood**, in accordance with the California Mechanical Code, and an automatic fire extinguishing system. 2022 CFC 904.12 & 609.2

- All exterior risers, drain/test valves and backflow devices shall be protected from unauthorized tampering by approved means. Protection method shall be indicated on building plans. 2022 CFC 903.3.8.4.1

Corbin Reed
Fire Marshal



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 2/7/23
Item: 3
Site Plan: ~~SPR23042~~ SPR23017
Name: Agt. C. Sinatra

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:
Ample Interior/Exterior lighting to deter property crimes

☐ Traffic Concerns:

☑ Surveillance Issues:
Interior/Exterior surveillance camera system to deter and capture property crimes

☐ Line of Sight Issues:

☑ Other Concerns:
Enroll/Participate in the Trespass Enforcement Program

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

February 8, 2023

ITEM NO: 3 **Added to Agenda**
SITE PLAN NO: SPR23017
PROJECT TITLE: Mulligans
DESCRIPTION: Indoor Golf Simulator Facility with Restaurant and Bar. (D-MU)
APPLICANT: Scott Wright & Shane Moss
OWNER: LEGACY INVESTMENTS LLC
APN: 094296001
LOCATION: 307 E MAIN ST

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☐ See Previous Site Plan Comments

☐ Install Street Light(s) per City Standards at time of development.

☐ Install Street Name Blades at Locations at time of development.

☐ Install Stop Signs at ***local road intersection with collector/arterial*** Locations.

☐ Construct parking per City Standards PK-1 through PK-4 at time of development.

☐ Construct drive approach per City Standards at time of development.

☐ Traffic Impact Analysis required (CUP)

- ☐ Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- On street green 20 minute will not be permitted. Loading for deliveries restricted to alley.

Leslie Blair
Leslie Blair

23-017

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

23017

February 8, 2023

	No comments.
XX	See comments below
	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
XX	Customer responsible for all cardboard and other bulky recyclables to be broken down before 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 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) with no less than 38' clear space in front of the bin, included the front concrete pad.
	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.
XX	City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
Comment	This site will be assigned an enclosure along the alleyway of Downtown Block #10. Solid waste services to include trash, recycle and organic collections per the State of California 's mandatory commercial recycling laws (AB-341 & AB-1826).

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste,559-713-4532

City of Visalia
7579 Ave. 288, Visalia, CA 93277
Public Works
(559) 713-4465 Fax (559) 713-4501

SITE PLAN REVIEW DATE: 02/08/23

WASTEWATER COLLECTIONS AND PRETREATMENT DIVISION (QUALITY ASSURANCE)
SITE PLAN REVIEW COMMENTS

SITE PLAN REVIEW NO: SPR 23017

PROJECT NAME: MULLIGANS

THE PROJECT IS SUBJECT TO THE FOLLOWING REQUIREMENTS FROM WASTEWATER PRETREATMENT DIVISION (QUALITY ASSURANCE):

- [x] SUBMISSION OF WASTEWATER DISCHARGE PERMIT APPLICATION/QUESTIONAIRRE/OTHER REGULATORY FORMS
  - FORM REQUIRED FOOD SERVICE QUESTIONNAIRE
  - FORM REQUIRED _____
  - FORM REQUIRED _____
- [ ] INSTALLATION OF SAND AND GREASE INTERCEPTOR
- [x] INSTALLATION GREASE INTERCEPTOR
- [ ] OTHER _____
- [ ] SITE PLAN REVIEWED-NO COMMENTS

CONTACT THE WASTEWATER PRETREATMENT DIVISION (QUALITY ASSURANCE) AT (559) 713-4529 OR JESSICA.SANDOVAL@VISALIA.CITY, IF YOU HAVE ANY QUESTIONS.

COMMENTS:

FORMS CAN BE FOUND @
https://www.visalia.city/depts/public_works/wastewater/commercial_industrial_pretreatment_program.asp

DATE REVIEWED: 02/07/23

CALIFORNIA WATER SERVICE

Visalia District 216 North Valley Oaks Drive
Visalia, CA 93292 *Tel:* (559) 624-1600

Site Plan Review Comments From: California Water Service Scott McNamara, Superintendent 216 N Valley Oaks Dr. Visalia, CA 93292 559-624-1622 Office 559-735-3189 Fax smcnamara@calwater.com	Date: 02/08/2023 Item # 3 Site Plan # 23-017 Project: Mulligans Description: Applicant: Location: 307 E Main St APN: 094-296-001

The following comments are applicable when checked:

☐ Re-submit
☐ No Comments at this time

☐ **Fire Hydrants**
Comments-

☒ **Services**
Comments- Existing services that feed this location. If additional services are needed to meet the customers demand, the customer/developer will need to pay for the up-size in service/additional service. Customer will also need to pay for the abandonment of any unused service.

☐ **Mains**
Comments-

☒ **Backflow Requirements**
Comments- Will be required if any parcel is for multi-family, commercial, or has multiple services on one parcel. Please contact Cross Connection Control Specialist, Juan Cisneros at 559-624-1670 or visaliabackfow@calwater.com for a backflow install packet.

Additional Comments:

☒ Please contact New Business Superintendent Sedelia Sanchez at 559-624-1621 or ssanchez@calwater.com to start your project with Cal Water.

N Garden St

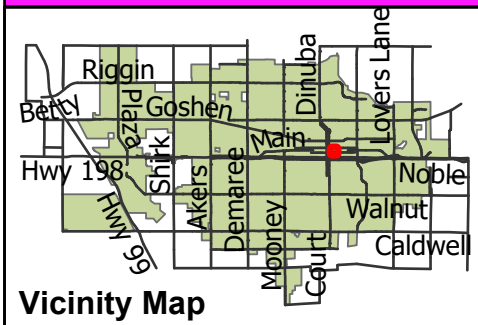
N Bridge St

E Main St

Alley

S Bridge St

E Acequia Ave



Vicinity Map

General Plan Land Use Map

0 100 Feet 400

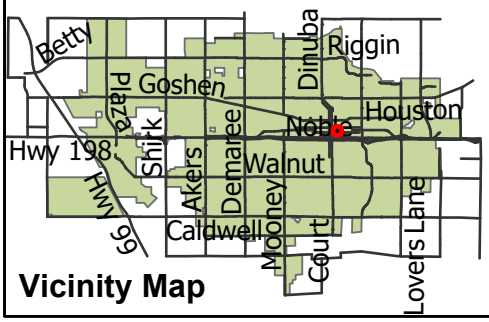
N W E S

Downtown Mixed Use

N Garden St

E Main St

Alley



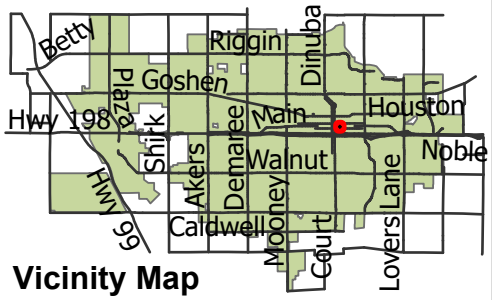
Vicinity Map

Zoning Map

N
W E
S

D-MU Mixed Use Downtown





Vicinity Map

Aerial Photo

N
W E
S

0 0.01 0.01 0.02 Miles

VISALIA
Founded 1852



Vicinity Map

Location Map

0 0 0.01 0.02 Miles

N
W E
S

VISALIA
Founded 1852

WATERWAYS
RAILROADS
CITY LIMITS
PARCELS

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: June 26, 2023

PROJECT PLANNER: Josh Dan, Senior Planner
Phone No.: (559) 713-4003
E-mail: josh.dan@visalia.city

SUBJECT: Conditional Use Permit 2023-20: A request by Andrew Goodwin Designs to construct a 1,597 square foot commercial building with a drive-thru lane for the Lady's Chicken and Rice quick serve restaurant. The site is zoned C-MU (Commercial Mixed Use) and is located on the southeast corner of the East Houston Avenue and North Santa Fe Street roundabout (APN: 094-130-049).

STAFF RECOMMENDATION

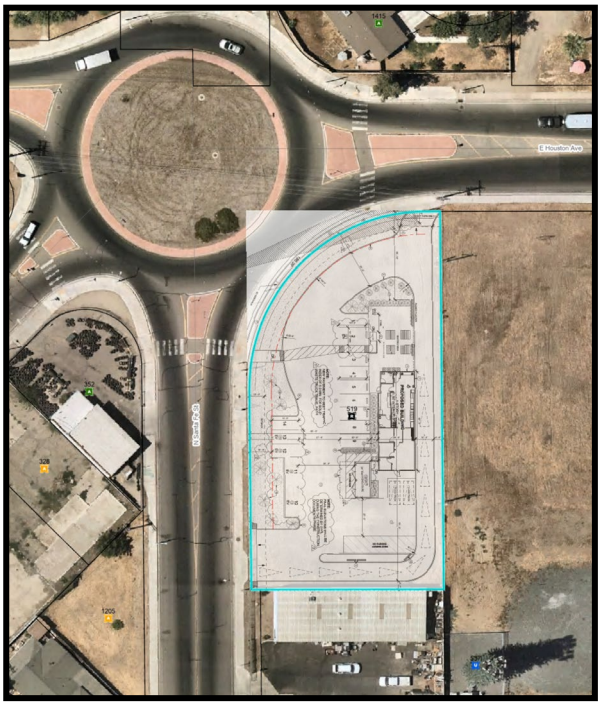
Staff recommends approval of Conditional Use Permit No. 2023-20, as conditioned, based on the findings and conditions in Resolution No. 2023-27. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2023-20 based on the findings and conditions in Resolution No. 2023-27.

PROJECT DESCRIPTION

Conditional Use Permit No. 2023-20 is a request to construct a "brick and mortar" walk-up fast-food restaurant with a drive-thru lane for the Lady's Chicken and Rice quick serve restaurant (see Exhibit "A"). A Conditional Use Permit (CUP) is required since the proposed drive-thru is located within 250-feet of a residentially zoned parcel with an existing residence to the north. The proposed building will measure 1,597 square feet as a walk-up restaurant without an indoor dining area, plus an outdoor seating patio as detailed on the Site Plan in Exhibit "A". Lady's Chicken and Rice will be developed on the vacant southeast corner of North Santa Fe Street and East Houston Avenue.



The fast-food restaurant, as seen in the image to the right and in Exhibit "A", is proposed to be oriented in a north-south orientation. The drive-thru lane, as designed, can accommodate up to 10 cars. The floor plan (see Exhibit "B") depicts the interior layout of a fast-food restaurant which includes food service areas but does not include a dining room for patrons. Walk-up food service windows are included on the north side of the building. The elevations provided (see Exhibit "C" & "D") identify the building materials proposed for this restaurant.

The Operational Statement (see Exhibit "E") details

that the Lady's Chicken and Rice restaurant will operate Monday through Saturday from 10:00 a.m. to 9:00 p.m. There are single-family residences located to the north and west (across Santa Fe Street and Houston Avenue), and multi-family residences to the east. The site plan (see Exhibit "A") places two menu boards with an orientation southward and one speaker box toward the southeast corner of the lot. The distance from the speaker box to the closest residential structure is ±216 feet.

The project site is vacant and is adjacent to a commercial-zoned vacant property to the east, a sign fabrication business to the south, Santa Fe Street to the west and Houston Avenue to the north. Both of these streets are designated as arterial streets.

The operator of Lady's Chicken and Rice has been a long-time operator in the Mobile Food Vending Overlay District operating under a Temporary Conditional Use Permit (TCUP) for the preparation and sale of food from a mobile vending vehicle. The operator has applied for and has been approved for Mobile Food Truck TCUPs at their location on West Placer Avenue since 2017.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Mixed Use	
Zoning:	C-MU (Commercial Mixed-Use)	
Surrounding Zoning and Land Use:	North:	R-1-5 (Single Family Residential) – Houston Ave. / Katie Village Subdivision
	South:	C-MU (Commercial Mixed-Use) – small warehouses / PureLife/Arrowhead Water
	East:	C-MU (Commercial Mixed-Use) – Vacant lot
	West:	C-MU (Commercial Mixed-Use) – Santa Fe St. / Franks Roundabout Tires
Environmental Review:	Categorical Exemption No. 2023-31	
Special Districts:	N/A	
Site Plan:	2022-124	

RELATED PLANS AND POLICIES

All related plans and policies are reprinted in the attachment to this staff report entitled "Related Plans and Policies".

RELATED PROJECTS

There is no related project associated with the site.

PROJECT EVALUATION

Staff recommends approval of the requested Conditional Use Permit based on project consistency with the General Plan and the Zoning Ordinance.

Land Use Compatibility

The site is currently vacant, but was developed with a residential structure that was removed due to extensive fire damage that occurred in late 2018. The site is developed with drive approaches on both road frontages. Fast food restaurant uses are considered a permitted use in the C-MU (Commercial Mixed-Use) zone. Similarly, drive-thrus are also considered a

permitted use, subject to the drive-thru performance standards established in Section 17.32.162 of the VMC.

Drive-Thru Performance Standards

Per the VMC, drive-thru lanes require a CUP unless they can meet the six performances standards specified in VMC Section 17.32.162. In general, the performance standards pertain to the following:

1. Separation from residences;
2. Vehicle queue stacking;
3. Circulation;
4. Noise;
5. Screening;
6. Menu boards and signage.

A CUP is necessary as the proposed drive-thru does not comply with subsection B(1) of the above reference section, since the drive-thru is within 250 feet of a residence and residentially zoned property to the north, east, and west.

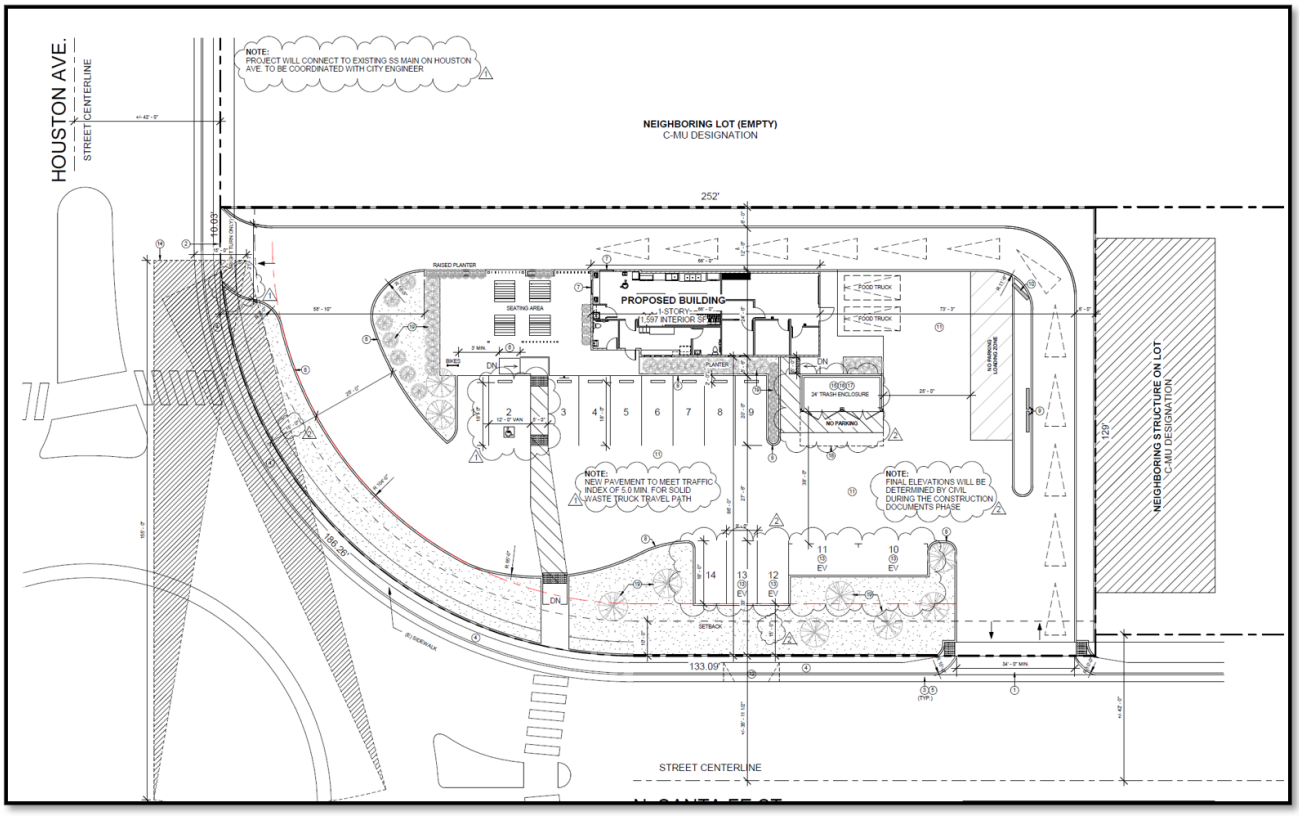
The project complies with the remaining drive-thru standards of the VMC, however, staff has added Condition No. 7 requiring that a sign shall be installed at the entrance of the "drive-thru only lane" (i.e., right behind sidewalk) informing motorist that queuing into the City's right-of-way is prohibited and motorists will be cited for illegal parking by the Visalia Police Dept. pursuant to the applicable traffic code. Additionally, Condition No. 6 has been added requiring screening in the form of trees and shrubs shall be placed along the east property line and drive-thru lane limiting visual impacts to the surrounding area. Impacts to nearby residences will be lessened through placement of order board speaker boxes away from neighboring sensitive uses. The site plan (see Exhibit "A") places two menu boards with an orientation southward and one speaker box toward the southeast corner of the lot. The distance from the speaker box to the closest residential structure is ±216 feet. Noises emitted from the speaker box of the drive-thru are required to meet the community noise standards as set forth in Chapter 8.36 (Noise Ordinance) of the Municipal Code. The requirement to comply with the City's Noise Ordinance is included as Condition No. 5 of the Conditions of Approval for the project.

Access and Circulation

The site will utilize and expand existing drive approaches at both North Santa Fe Street and East Houston Avenue. The proposed layout will limit vehicular movement at the drive approach along Houston Avenue to a "right turn exit only". Interior drive aisles will lead vehicles from the entrance along Santa Fe into either the drive-thru lane or toward onsite parking. At the request of the Traffic Engineer, the applicant's traffic consultant produced a Traffic Impact Study (TIS) which also included a queuing analysis (see Exhibit "F"). The TIS has suggested, to the acceptance of the Traffic Engineer, that the use upon the site will not be a determent to the traffic movement in relation to the roundabout near the site and fast-food restaurant. On-site queuing capacity has been addressed within Section 3.8 On-site Circulation of the TIS. The analysis determines that the use can produce a service rate of 90 seconds per vehicle or 40 vehicles per hour, meaning that given the overall queue length and rate of service, the use does not anticipate more than three vehicles stacking, whereas the overall drive-through may support 12 vehicles stacked. The TIS did not identify any need for mitigation as all improvements and the proposed use will be fully served by existing infrastructure.

Parking

Zoning Ordinance Section 17.34.020.F.10 prescribes parking as one space per 150 square feet of floor area for restaurant uses. Based on this parking requirement, the restaurant exceeds the parking ratio required for this commercial pad, providing 14 total parking stalls when only 11 are required.



Environmental Review

This project is considered Categorically Exempt under Section 15303(c) of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) for new construction a restaurant measuring less than 2,500 square feet in an urban area (Categorical Exemption No. 2023-31).

RECOMMENDED FINDINGS

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
   a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The project site has adequate ingress and egress and parking for the proposed fast-food restaurant.
   b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The project site has adequate ingress and egress and parking for the proposed fast-food restaurant.
3. That the project is considered Categorically Exempt under Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), for new construction less than 10,000 square feet in urban areas (Categorical Exemption No. 2023-31).

RECOMMENDED CONDITIONS OF APPROVAL

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2022-124.
2. That the site be developed in substantial compliance with the Site Plan in Exhibit “A”.
3. That the building elevations be developed in substantial compliance with the elevations shown in Exhibit “C” and “D”.
4. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. In addition, landscape and irrigation plans shall comply with the State Model Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
5. That the noise emitted from the drive-thru teller speaker box shall meet all community noise standards as identified in the City’s Nosie Ordinance Chapter 8.36.
6. That the landscape strip along the east property line and the drive-thru lane be planted with trees or shrubs appropriate for screening vehicles in the drive-thru queue.
7. That a sign shall be installed at the entrance of the “drive-thru only lane” (i.e., right behind sidewalk) informing motorist that queuing into the City’s right-of-way is prohibited and motorists will be cited for illegal stopping by the Visalia Police Dept. pursuant to the applicable traffic code.
8. That all signs shall require a separate building permit.
9. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 N. Santa Fe Street. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution
- Exhibit "A" – Site Plan
- Exhibit "B" – Floor Plan
- Exhibit "C" – Building Elevations
- Exhibit "D" – Building Elevations
- Exhibit "E" – Operational Statement
- Exhibit "F" – Traffic Impact Study and Queuing Analysis
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

Related Plans & Policies
Conditional Use Permits
(Visalia Municipal Code, Chapter 17.38)

17.38.010 Purposes and powers

In certain zones conditional uses are permitted subject to the granting of a conditional use permit. Because of their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties. In order to achieve these purposes and thus give the zone use regulations the flexibility necessary to achieve the objectives of this title, the planning commission is empowered to grant or deny applications for conditional use permits and to impose reasonable conditions upon the granting of such permits. (Prior code § 7525)

17.38.020 Application procedures

A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:

1. Name and address of the applicant;
2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
3. Address and legal description of the property;
4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
5. The purposes of the conditional use permit and the general description of the use proposed;
6. Additional information as required by the historic preservation advisory committee.

B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application. (Prior code § 7526)

17.38.030 Lapse of conditional use permit

A conditional use permit shall lapse and shall become void twenty-four (24) months after the date on which it became effective, unless the conditions of the permit allowed a shorter or greater time limit, or unless prior to the expiration of twenty-four (24) months a building permit is issued by the city and construction is commenced and diligently pursued toward completion on the site which was the subject of the permit. A permit may be renewed for an additional period of one year; provided, that prior to the expiration of twenty-four (24) months from the date the permit originally became effective, an application for renewal is filed with the planning commission. The commission may grant or deny an application for renewal of a conditional use permit. In the case of a planned residential development, the recording of a final map and improvements thereto shall be deemed the same as a building permit in relation to this section. (Ord. 2001-13 § 4 (part), 2001: prior code § 7527)

17.38.040 Revocation

Upon violation of any applicable provision of this title, or, if granted subject to a condition or conditions, upon failure to comply with the condition or conditions, a conditional use permit shall be suspended automatically. The planning commission shall hold a public hearing within sixty (60) days, in accordance with the procedure prescribed in Section 17.38.080, and if not satisfied that the regulation, general provision or condition is being complied with, may revoke the permit or take such action as may be necessary to insure compliance with the regulation, general provision or condition. Appeals of the decision of the planning commission may be made to the city council as provided in Section 17.38.120. (Prior code § 7528)

17.38.050 New application

Following the denial of a conditional use permit application or the revocation of a conditional use permit, no application for a conditional use permit for the same or substantially the same conditional use on the same or substantially the same site shall be filed within one year from the date of denial or revocation of the permit unless such denial was a denial without prejudice by the planning commission or city council. (Prior code § 7530)

17.38.060 Conditional use permit to run with the land

A conditional use permit granted pursuant to the provisions of this chapter shall run with the land and shall continue to be valid upon a change of ownership of the site or structure which was the subject of the permit application subject to the provisions of Section 17.38.065. (Prior code § 7531)

17.38.065 Abandonment of conditional use permit

If the use for which a conditional use permit was approved is discontinued for a period of one hundred eighty (180) days, the use shall be considered abandoned and any future use of the site as a conditional use will require the approval of a new conditional use permit.

17.38.070 Temporary uses or structures

A. Conditional use permits for temporary uses or structures may be processed as administrative matters by the city planner and/or planning division staff. However, the city planner may, at his/her discretion, refer such application to the planning commission for consideration.

B. The city planner and/or planning division staff is authorized to review applications and to issue such temporary permits, subject to the following conditions:

1. Conditional use permits granted pursuant to this section shall be for a fixed period not to exceed thirty (30) days for each temporary use not occupying a structure, including promotional enterprises, or six months for all other uses or structures.

2. Ingress and egress shall be limited to that designated by the planning division. Appropriate directional signing, barricades, fences or landscaping shall be provided where required. A security officer may be required for promotional events.

3. Off-street parking facilities shall be provided on the site of each temporary use as prescribed in Section 17.34.020.

4. Upon termination of the temporary permit, or abandonment of the site, the applicant shall remove all materials and equipment and restore the premises to their original condition.

5. Opening and closing times for promotional enterprises shall coincide with the hours of operation of the sponsoring commercial establishment. Reasonable time limits for other uses may be set by the city planner and planning division staff.

6. Applicants for a temporary conditional use permit shall have all applicable licenses and permits prior to issuance of a conditional use permit.

7. Signing for temporary uses shall be subject to the approval of the city planner.

8. Notwithstanding underlying zoning, temporary conditional use permits may be granted for fruit and vegetable stands on properties primarily within undeveloped agricultural areas. In reviewing applications for such stands, issues of traffic safety and land use compatibility shall be evaluated and mitigation measures and conditions may be imposed to ensure that the stands are built and are operated consistent with appropriate construction standards, vehicular access and off-street parking. All fruits and vegetables sold at such stands shall be grown by the owner/operator or purchased by said party directly from a grower/farmer.

C. The applicant may appeal an administrative decision to the planning commission. (Ord. 9605 § 30 (part), 1996: prior code § 7532)

17.38.080 Public hearing--Notice

A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.

B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report

The planning staff shall make an investigation of the application and shall prepare a report thereon which shall be submitted to the planning commission. (Prior code § 7534)

17.38.100 Public hearing--Procedure

At the public hearing the planning commission shall review the application and the statement and drawing submitted therewith and shall receive pertinent evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in Section 17.38.110. The planning commission may continue a public hearing from time to time as it deems necessary. (Prior code § 7535)

17.38.110 Action by planning commission

A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;

2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.

C. The commission may deny an application for a conditional use permit. (Prior code § 7536)

17.38.120 Appeal to city council

The decision of the City planning commission on a conditional use permit shall be subject to the appeal provisions of Section 17.02.145. (Prior code § 7537) (Ord. 2006-18 § 6, 2007)

17.38.130 Effective date of conditional use permit

A conditional use permit shall become effective immediately when granted or affirmed by the council, or upon the sixth working day following the granting of the conditional use permit by the planning commission if no appeal has been filed.(Prior code § 7539)

17.32.163 Drive-thru lanes performance standards.

A. Purpose and Intent. It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in association with a specified use. This section does not apply to carwashes and lube and oil changing stations.

B. Performance standards:

1. Separation from residences. The drive-thru lane shall be no less than two hundred fifty (250) feet from the nearest residence or residentially zoned property.

2. Stacking. The drive-thru lane shall contain no less than ten (10) vehicle stacking, measured from pickup window to the designated entrance to the drive-thru lane. There shall be no less than three vehicle spaces distance from the order menu/speaker (or like device) to the designated entrance to the order window.

3. Circulation. No portion of the drive-thru lane shall obstruct any drive aisles or required on-site parking. The drive-thru shall not take ingress or egress from a local residential road.

4. Noise. No component or aspect of the drive-thru lane or its operation shall generate noise levels in excess of 60 dB between the hours of 7:00 p.m. and 6:00 a.m. daily.

5. Screening. The entire drive-thru lane shall be screened from adjacent street and residential view to a height of three feet. Screening devices shall be a combination of berming, hedge and landscape materials, and solid walls as approved by the City Planner.

6. Menu boards and signage. Shall be oriented or screened to avoid direct visibility from adjacent public streets. (Ord. 2017-01 (part), 2017: Ord. 2014-07 § 3, 2014)

Table 17.25.030

Commercial, Mixed Use, Office, and Industrial Zones Use Matrix

P = Use is Permitted by Right C = Use Requires Conditional Use Permit

T = Use Requires Temporary Use Permit Blank = Use is Not Allowed

	USE	Commercial and Mixed Use Zones					Office Zones			Industrial Zones		Special Use Standards (See identified Chapter or Section)
		C-N	C-R	C-S	C-MU	D-MU	O-PA	O-C	BRP	I-L	I	
	D											
	DAYCARE, LICENSED											
D1	Adult – six or fewer adults	P	P	P	P	P	P	P	P	P	P	
D2	Adult – 7 to 12 adults	P	P	P	P	P	P	P	P	P	P	
D3	Adult – 13 or more adults	C	C	C	C	C	C	C	C	C	C	
D4	Children – 8 or fewer	P	P	P	P	P	P	P	P	P	P	
D5	Children – 9 to 14	P	P	P	P	P	P	P	P	P	P	
D6	Children – 15 or more	C	C	C	C	C	C	C	C	C	C	
D7	In Conjunction with Primary Use	P	P	P	P	P	P		P	P	P	
D8	Drive-Thru Lanes Meeting All Standards in Sect. 17.32.162	P	P	P	P		P		P			17.32.162
D9	Drive-Thru Lanes Not Meeting All Standards in Sect. 17.32.162	C	C	C	C		C		P			17.32.162
D10	Drive-Thru Lanes in Industrial Zone									C	C	17.32.161
	E											
	EATING & DRINKING ESTABLISHMENTS											
E1	Bars/Taverns – within 300 feet of any residence/public use	C	C		C							
E2	Bars/Taverns – not within 300 feet of any residence/ public use		P		C							

RESOLUTION NO. 2023-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2023-20, A REQUEST BY ANDREW GOODWIN DESIGNS TO CONSTRUCT A 1,597 SQUARE FOOT COMMERCIAL BUILDING WITH A DRIVE-THRU LANE FOR THE LADY'S CHICKEN AND RICE QUICK SERVE RESTAURANT. THE SITE IS ZONED C-MU (COMMERCIAL MIXED USE) AND IS LOCATED ON THE SOUTHEAST CORNER OF THE EAST HOUSTON AVENUE AND NORTH SANTA FE STREET ROUNDABOUT (APN: 094-130-049).

WHEREAS, Conditional Use Permit No. 2023-20 is A request by Andrew Goodwin Designs to construct a 1,597 square foot commercial building with a drive-thru lane for the Lady's Chicken and Rice quick serve restaurant. The site is zoned C-MU (Commercial Mixed Use) and is located on the southeast corner of the East Houston Avenue and North Santa Fe Street roundabout (APN: 094-130-049); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, did hold a public hearing before said Commission on June 26, 2023; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Section 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, the Planning Commission finds the project to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15303.

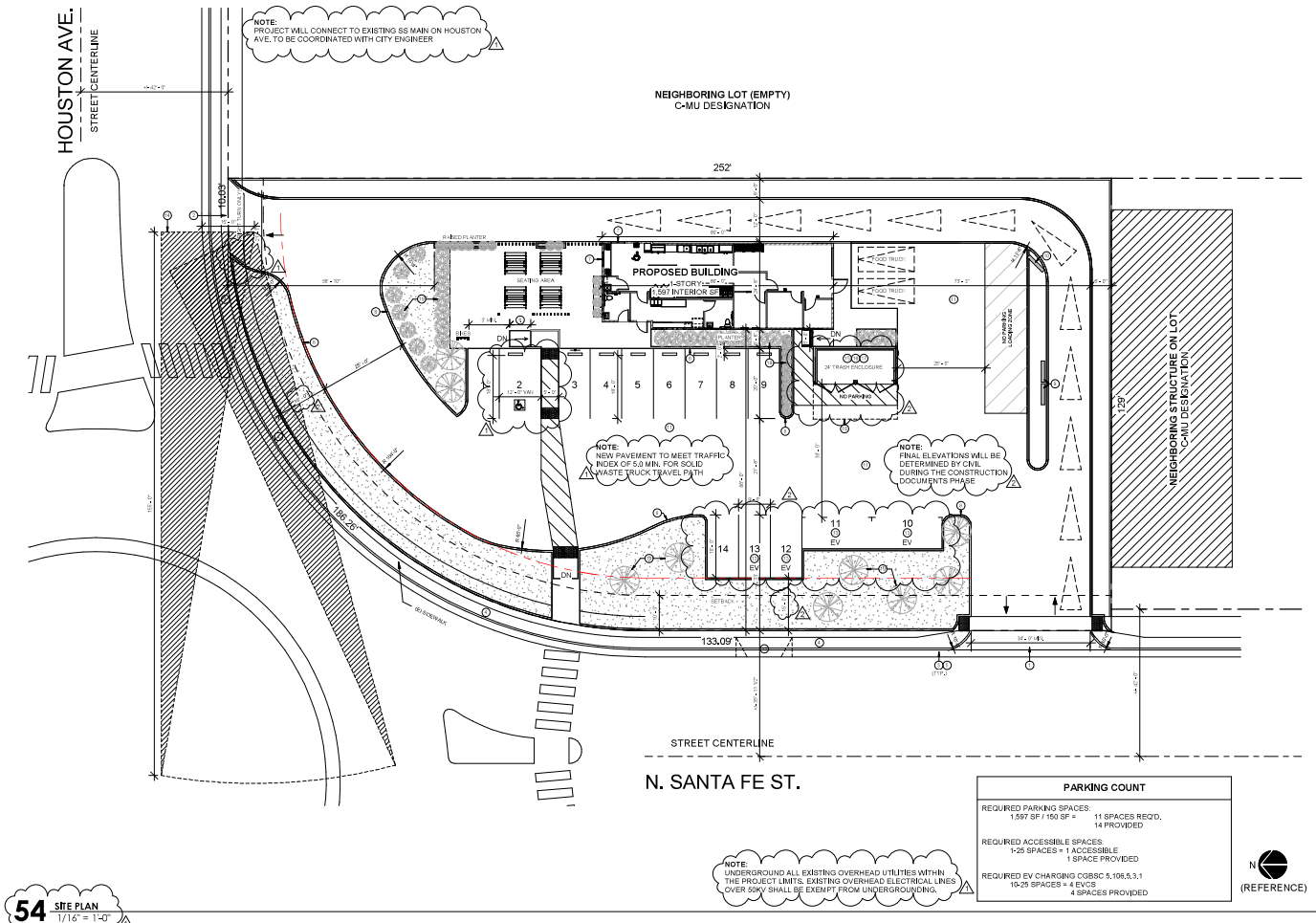
BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The project site has adequate ingress and egress and parking for the proposed fast-food restaurant.
    b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The project site has adequate ingress and egress and parking for the proposed fast-food restaurant.

3. That the project is considered Categorically Exempt under Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), for new construction less than 10,000 square feet in urban areas (Categorical Exemption No. 2023-31).

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2022-124.
2. That the site be developed in substantial compliance with the Site Plan in Exhibit “A”.
3. That the building elevations be developed in substantial compliance with the elevations shown in Exhibit “C” and “D”.
4. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. In addition, landscape and irrigation plans shall comply with the State Model Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
5. That the noise emitted from the drive-thru teller speaker box shall meet all community noise standards as identified in the City’s Nosie Ordinance Chapter 8.36.
6. That the landscape strip along the east property line and the drive-thru lane be planted with trees or shrubs which could be used to screen the vehicles in the drive-thru queue.
7. That a sign shall be installed at the entrance of the “drive-thru only lane” (i.e., right behind sidewalk) informing motorist that queuing into the City’s right-of-way is prohibited and motorist will be cited for illegal parking by the Visalia Police Dept. pursuant to the applicable traffic code.
8. That all signs shall require a separate building permit.
9. That all other federal, state and city codes, ordinances and laws be met.



PARKING COUNT	
REQUIRED PARKING SPACES: 1,597 SF / 150 SF =	11 SPACES REQ'D. 14 PROVIDED
REQUIRED ACCESSIBLE SPACES: 1-25 SPACES = 1 ACCESSIBLE	1 SPACE PROVIDED
REQUIRED EV CHARGING CGBSC 5.106.5.3.1 10-25 SPACES = 4 EVCS	4 SPACES PROVIDED

54 SITE PLAN
1/16" = 1'-0"

FOR APN/PARCEL ID(S): 094-130-049-000

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

THE NORTH 268 FEET OF LOT 8 OF PRATT VILLA TRACT, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 7, PAGE 18 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF LAND TO CITY OF VISALIA PER GRANT DEED RECORDED JUNE 08, 2001, INSTRUMENT NO. 2001-0042785, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 8 OF PRATT VILLA TRACT IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 7, PAGE 18 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST COMER OF SAID LOT 8; THENCE SOUTH 00° 26' 19" EAST 268.00 FEET ALONG THE WEST LINE OF SAID LOT 8; THENCE SOUTH 90° 00' 00" EAST 3.00 FEET ALONG THE SOUTH LINE OF THE NORTH 268.00 FEET OF SAID LOT 8; THENCE NORTH 00° 26' 19" WEST 133.09 FEET ALONG A LINE PARALLEL WITH AND 3.00 FEET EAST OF THE WEST LINE OF SAID LOT 8 TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 118.0 FEET; THENCE NORTHEASTERLY 166.26 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90° 26' 19"; THENCE SOUTH 00° 00' 00" EAST 10.03 FEET ALONG A TANGENT LINE TO SAID CURVE, SAID TANGENT LINE ALSO BEING THE SOUTH LINE OF THE NORTH 16.00 FEET OF SAID LOT 8, TO A POINT ON THE EAST LINE OF SAID LOT 8; THENCE NORTH 00° 26' 13" WEST 16.00 FEET ALONG SAID EAST LINE OF SAID LOT 8; THENCE NORTH 90° 00' 00" WEST 131.94 FEET ALONG THE NORTH LINE OF SAID LOT 8 TO THE POINT OF BEGINNING.

21 LEGAL SITE DESCRIPTION

LOCAL STORM WATER ORDINANCE

A. SECTION 4.106.1 - GENERAL. PRESERVATION AND USE OF AVAILABLE NATURAL RESOURCES SHALL BE ACCOMPLISHED THROUGH EVALUATION AND CAREFUL PLANNING TO MINIMIZE NEGATIVE EFFECTS ON THE SITE AND ADJACENT AREAS. PRESERVATION OF SLOPES, MANAGEMENT OF STORM WATER DRAINAGE AND EROSION CONTROLS SHALL COMPLY WITH THIS SECTION

B. SECTION 4.106.2 - STORM WATER DRAINAGE AND RETENTION DURING CONSTRUCTION PROJECTS WHICH DISTURB LESS THAN ONE ACRE OF SOIL AND ARE NOT PART OF A LARGER COMMON PLAN OF DEVELOPMENT WHICH IN TOTAL DISTURBS ONE ACRE OR MORE, SHALL MANAGE STORM WATER DRAINAGE DURING CONSTRUCTION IN ORDER TO MANAGE STORM WATER DRAINAGE DURING CONSTRUCTION ONE OR MORE OF THE FOLLOWING MEASURES SHALL BE IMPLEMENTED TO PREVENT FLOODING OF ADJACENT PROPERTY, PREVENT EROSION AND RETAIN SOIL RUNOFF ON THE SITE.

1. RETENTION BASINS OF SUFFICIENT SIZE SHALL BE UTILIZED TO RETAIN STORM WATER ON THE SITE;
2. WHERE STORM WATER IS CONVEYED TO A PUBLIC DRAINAGE SYSTEM, COLLECTION POINT, GUTTER, OR SIMILAR DISPOSAL METHOD. WATER SHALL BE FILTERED BY USE OF A BARRIER SYSTEM, WATTLE, OR OTHER METHOD APPROVED BY THE ENFORCING AGENCY
3. COMPLIANCE WITH A LAWFULLY ENACTED STORM WATER MANAGEMENT ORDINANCE.

C. SECTION 4.106.3 - SURFACE DRAINAGE THE SITE SHALL BE PLANNED AND DEVELOPED TO KEEP SURFACE WATER FROM ENTERING BUILDINGS. CONSTRUCTION PLANS SHALL INDICATE HOW THE SITE GRADING OR DRAINAGE SYSTEM WILL MANAGE SURFACE WATER FLOWS. EXAMPLES OF METHODS TO MANAGE SURFACE WATER INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING

1. SWALES.
2. WATER COLLECTION AND DISPOSAL SYSTEMS.
3. FRENCH DRAINS
4. WATER RETENTION GARDENS.
5. OTHER WATER MEASURES WHICH KEEP SURFACE WATER AWAY FROM BUILDING AND AID IN GROUNDWATER RECHARGE.

11 STORM WATER

SITE GRADING AND FOUNDATION ELEVATION

PER R401.3, LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS. THE GRADE SHALL FALL A MINIMUM OF 6 INCHES WITHIN THE FIRST 10 FEET, IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT 10 FEET (3048 MM) OF HORIZONTAL DISTANCE, A 5-PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING WATER AWAY FROM THE FOUNDATION. SWALES USED FOR THIS PURPOSE SHALL BE SLOPED A MINIMUM OF 2 PERCENT WHERE LOCATED WITHIN 10 FEET (3048 MM) OF THE BUILDING FOUNDATION. IMPERVIOUS SURFACES WITHIN 10 FEET (3048 MM) OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2 PERCENT AWAY FROM THE BUILDING.

EXCEPTION: WHERE CLIMATIC OR SOIL CONDITIONS WARRANT, THE SLOPE OF THE GROUND AWAY FROM THE BUILDING FOUNDATION IS PERMITTED TO BE REDUCED TO NOT LESS THAN ONE UNIT VERTICAL IN 48 UNITS HORIZONTAL (2-PERCENT SLOPE).
THE PROCEDURE USED TO ESTABLISH THE FINAL GROUND LEVEL ADJACENT TO THE FOUNDATION SHALL ACCOUNT FOR ADDITIONAL SETTLEMENT OF THE BACKFILL.

1808.7.4 FOUNDATION ELEVATION. ON GRADED SITES, THE TOP OF ANY EXTERIOR FOUNDATION SHALL EXTEND ABOVE THE ELEVATION OF THE STREET GUTTER AT POINT OF DISCHARGE OR THE INLET OF AN APPROVED DRAINAGE DEVICE A MINIMUM OF 12 INCHES (305 MM) PLUS 2 PERCENT. ALTERNATE ELEVATIONS ARE PERMITTED SUBJECT TO THE APPROVAL OF THE BUILDING OFFICIAL, PROVIDED IT CAN BE DEMONSTRATED THAT REQUIRED DRAINAGE TO THE POINT OF DISCHARGE AND AWAY FROM THE STRUCTURE IS PROVIDED AT ALL LOCATIONS ON THE SITE.

12 SITE GRADING/FOUND. ELEV.

1. 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.
2. ALL REQUIRED WATER/FIRE BACKFLOW APPARATUS SHALL BE INSTALLED ON PRIVATE PROPERTY; NOT WITHIN PUBLIC RIGHT-OF-WAY.
3. 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 ARE SERVED BY A COMMON DRIVEWAY, THE RANGE OF NUMBERS SHALL BE POSTED AT THE ROADWAY/DRIVEWAY. 2019 CFC 505.1
4. CONSTRUCT PARKING PER CITY STANDARDS PK-1 THROUGH PK-4 AT TIME OF DEVELOPMENT.
5. CONSTRUCT DRIVE APPROACH PER CITY STANDARDS AT TIME OF DEVELOPMENT
6. CITY ORDINANCE 8.28.120-130 (EFFECTIVE 07/19/18) REQUIRES CONTRACTOR TO CONTRACT WITH CITY FOR REMOVAL OF CONSTRUCTION DEBRIS UNLESS TRANSPORTED IN EQUIPMENT OWNED BY CONTRACTOR OR UNLESS CONTRACTING WITH A FRANCHISE PERMITTEE FOR REMOVAL OF DEBRIS UTILIZING ROLL-OFF BOXES.
7. NEW STREET STRIPING TO BE INSTALLED AS REQUIRED BY THE CITY ENGINEER. CONTRACTOR TO COORDINATE.

13 GENERAL NOTES - SITE PLAN

THIS SHEET ONLY

1. MODIFY (E) DRIVE APPROACH TO COMPLY WITH CITY OF VISALIA COMMERCIAL STDS C-24
2. (E) DRIVE APPROACH COMPLIES WITH CITY OF VISALIA COMMERCIAL STDS C-24 FOR ONE-WAY DRIVES. REVISE GEOMETRY TO FORCE RIGHT-OUT TURNS ONLY.
3. REPLACE CURB AND GUTTER IN-KIND W/ DEMO WORK. INSTALL ONSITE AS NECESSARY, TYP.
4. 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. TYP.
5. 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. TYP.
6. FINAL FINISH GRADE WILL BE DETERMINED DURING CONSTRUCTION DRAWINGS SUBMITTAL/CIVIL DRAWINGS - RAMP LENGTH WILL BE UPDATED
7. PICK-UP WINDOW
8. LANDSCAPE CURBING AT PLANTERS PER PLAN, TYP.
9. MENU BOARDS
10. ORDER STATION
11. 2" ASPHALT CONCRETE PAVING OVER 4" CLASS 2 AGG. BASE, OR 4" CONCRETE PAVEMENT OVER 2" SAND MINIMUM PAVING AT PARKING LOT. PAVED AREAS MUST BE ENGINEERED TO WITHSTAND A 55,000 LB. REFUSE TRUCK
12. DEMOLISH EXISTING DRIVE APPROACH. PATCH AND REPAIR SIDEWALK TO MATCH SURROUNDING CONDITIONS AND CITY STANDARDS. APPROXIMATE LOCATION SHOWN. FIELD-VERIFY.
13. SPACE TO BE EV-CAPABLE. PROVIDE IN ACCORDANCE TO 5.106.5.3.1.
14. PROVIDE SIGHT VISIBILITY TRIANGLE (FREE FROM OBSTRUCTIONS) FOR RIGHT TURN ONLY EXITING OF THE EXISTING DRIVEWAY. SIZED BASED ON 20MPH SPEED LIMIT OF ROUNDABOUT AND FHWA TABLE 3.3.1 (3).
15. NOTE: CUSTOMER RESPONSIBLE FOR ALL CARDBOARD AND OTHER BULKY RECYCLABLES TO BE BROKEN DOWN BEFORE DISPOSING OF IN RECYCLE CONTAINERS
16. ALL REFUSE ENCLOSURES MUST BE R-3 OR R-4
17. BIN ENCLOSURES ARE FOR CITY REFUSE CONTAINERS ONLY. GREASE DRUMS OR ANY OTHER ITEMS ARE NOT ALLOWED TO BE STORED INSIDE BIN ENCLOSURES.
18. PROVIDE AT MINIMUM A 6" DEEP CONCRETE SLAB IN FRONT OF TRASH ENCLOSURE AS PER CITY STANDARDS, MEASURING THE WIDTH OF THE ENCLOSURE BY TEN(10) FEET.
19. GENERAL LANDSCAPING LAYOUT. TO BE LOW-MAINTENANCE TREE/SHRUB

14 SITE PLAN KEYNOTES

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ARCHITECTURE | DESIGN
ANDREW GOODWIN DESIGNS
311 N 2ND ST. STE. B7
PORTERVILLE, CA. 93257
t: (559) 359-8789
www.PortervilleArchitect.com
architect: andrew goodwin, aia
andrew@andrewgoodwin.us
principal: alex ceballos
alex@alexceballos.com

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PROJECT

LADY'S CHICKEN AND RICE

519 E. HOUSTON AVE.
VISALIA, CA 93292

CLIENT

BOUNLEUK AND JIMMY THONGSENG

REVISIONS

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2	03/15/2023	SITE PLAN REV. #2

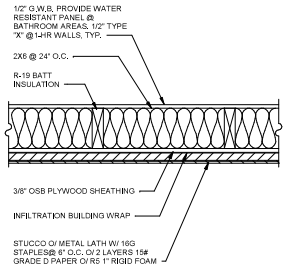
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SITE PLAN

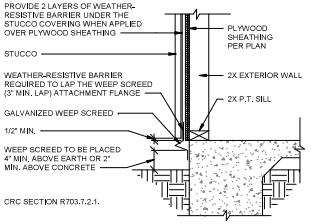
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TECHNICIAN:	ER
PROJECT MANAGER:	AC
JOB NUMBER:	627

SHEET NUMBER

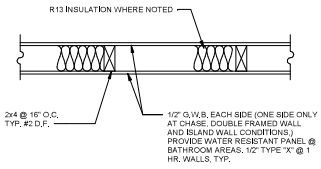
A1.0



51 Exterior Wall - Type I (2x6)
1 1/2" = 1'-0"

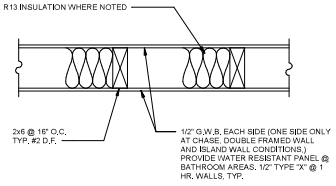


41 Weep Screed
1" = 1'-0"



3 1/2" INTERIOR WALL

31 Interior Wall - Type V
1 1/2" = 1'-0"



5 1/2" INTERIOR WALL

21 Interior Wall - Type VI
1 1/2" = 1'-0"

BUILDING AREA AND WALL / FIXTURE LEGEND:

GENERAL KITCHEN/PREP AREA (INCLUDES RR/BREAK RM)	902 S.F.
STORAGE AREA	695 S.F.
TOTAL BUILDING AREA:	1,597 S.F.

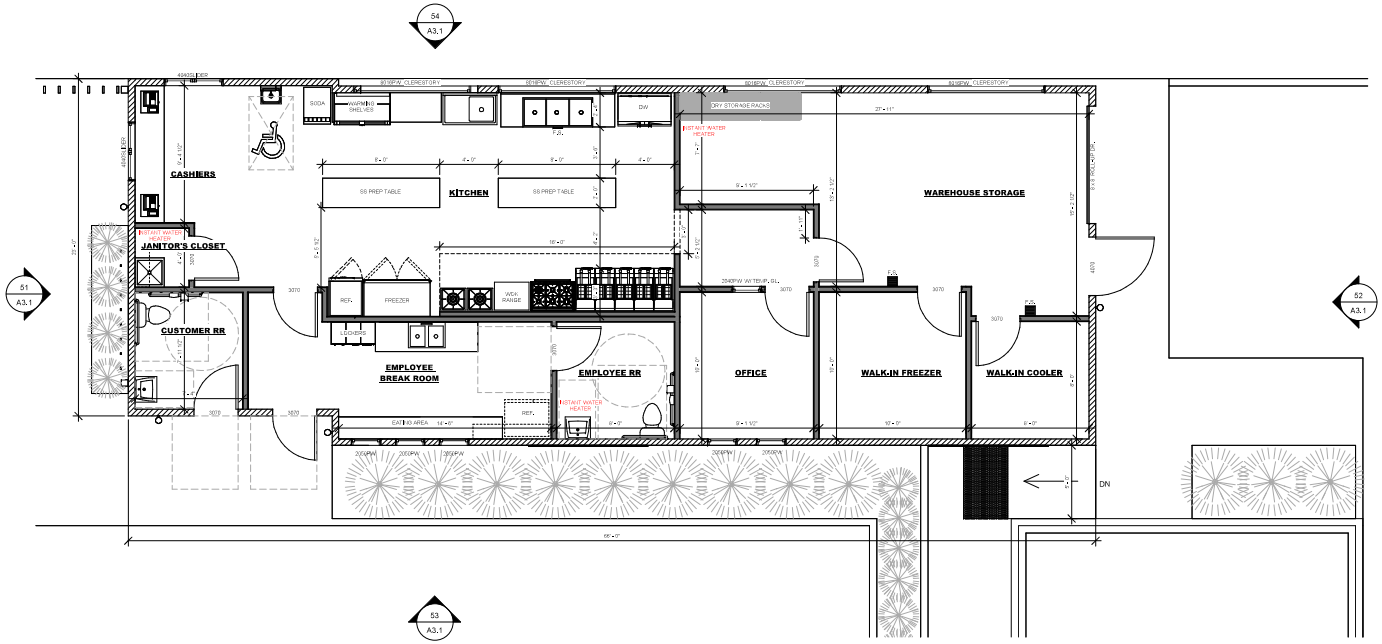
2X4 D.F, #2 CONTINUOUS STUD WALL @ 16" O.C. (PROVIDE 2x FIRE BLOCKING AT WALLS OVER 10'-0")

2X6 D.F, #2 CONTINUOUS STUD WALL @ 16 O.C. (PROVIDE 2x FIRE BLOCKING AT WALLS OVER 10'-0")

2x8 OR 2x12 D.F, #3 STUD WALL - RE: FLOOR PLAN FOR WALL WIDTH

2X HALF WALL

11 FLOOR PLAN - AREAS & WALL LEGEND



54 FLOOR PLAN
1/4" = 1'-0"

N
(REFERENCE)

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ANDREW GOODWIN DESIGNS
311 N 2ND ST. STE. B7
PORTERVILLE, CA. 93257
t: (559) 359-8789
www.PortervilleArchitect.com
architect: andrew goodwin, aia
andrew@andrewgoodwin.us
principal: alex ceballos
alex@alexceballos.com

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PROJECT

LADY'S CHICKEN AND RICE

519 E. HOUSTON AVE.
VISALIA, CA 93292

CLIENT

BOUNLEUK AND JIMMY THONGSENG

REVISIONS

REV #	REV DATE	REV DESCRIPTION

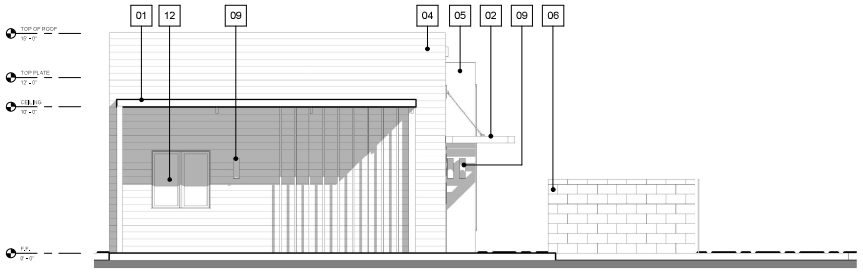
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FLOOR PLAN

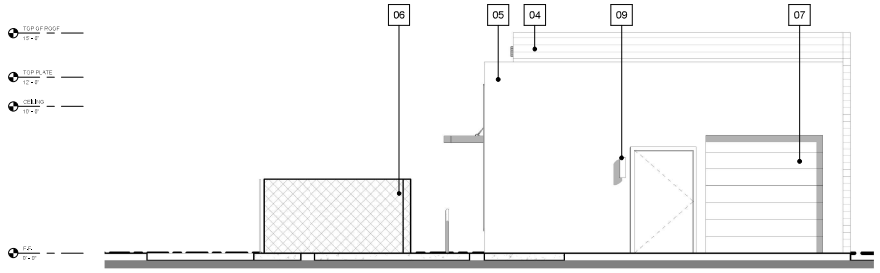
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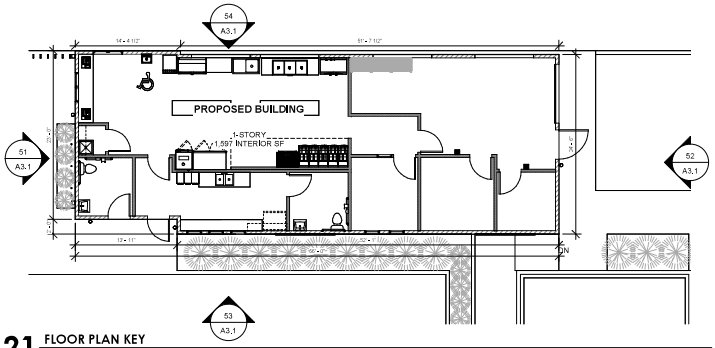
A2.1



51 NORTH ELEVATION
1/4" = 1'-0"



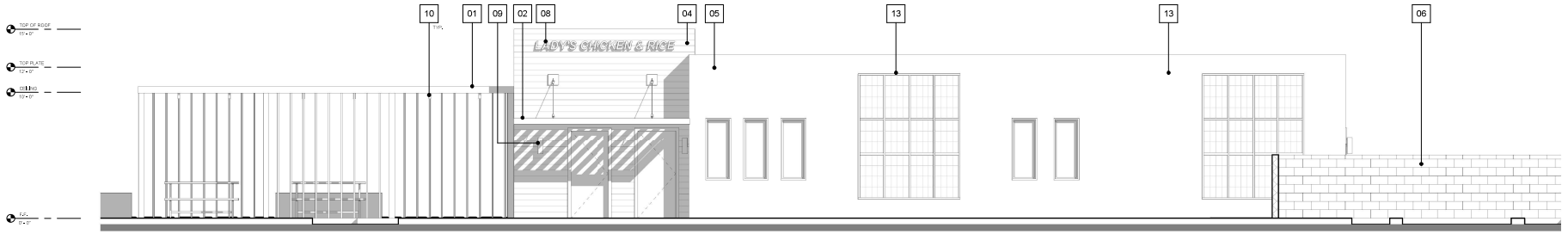
52 SOUTH ELEVATION
1/4" = 1'-0"



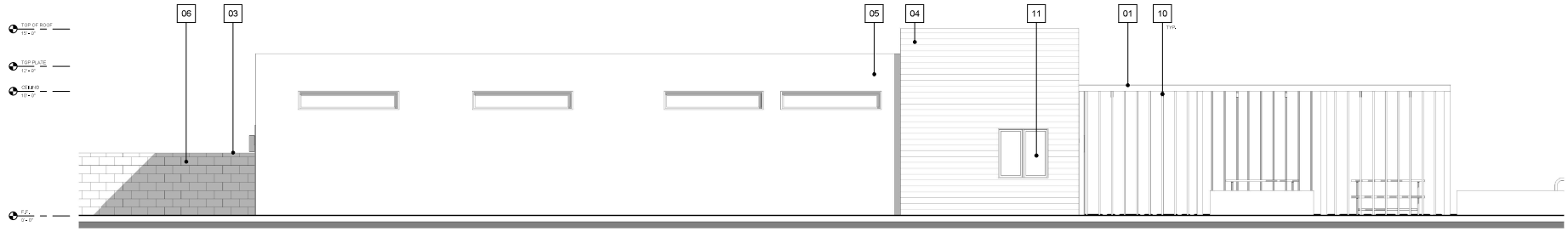
21 FLOOR PLAN KEY
1/8" = 1'-0"

KEYNOTES: ELEVATIONS
1. WOOD OR METAL PERGOLA
2. WOOD SHADE DEVICE
3. NOT USED.
4. METAL WALL PANELS
5. SMOOTH PLASTER FINISH
6. CMU TRASH ENCLOSURE WITH 20 GUAGE CORRUGATED METAL DOORS PER CITY STANDARDS
7. ROLL-UP DOOR
8. ILLUMINATED SIGN
9. WALL-MOUNTED LIGHT
10. SURFACE-MOUNTED PENDANT LIGHT
11. DRIVE-THRU SERVICE WINDOW
12. WALK-UP SERVICE WINDOW
13. WALL-MOUNTED PLANT FRAME

12 ELEVATION - KEYNOTES



53 WEST ELEVATION
1/4" = 1'-0"



54 EAST ELEVATION
1/4" = 1'-0"

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ARCHITECTURE | DESIGN

ANDREW GOODWIN DESIGNS
311 N 2ND ST. STE. B7
PORTERVILLE, CA. 93257
t: (559) 359-8789
www.PortervilleArchitect.com

architect: andrew goodwin, aia
andrew@andrewgoodwin.us
principal: alex ceballos
alex@alexceballos.com

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REVISIONS

REV #	REV DATE	REV DESCRIPTION

SHEET TITLE

BUILDING ELEVATIONS

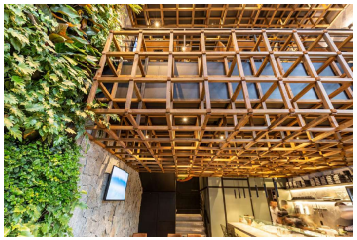
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PROJECT MANAGER:	AC
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SHEET NUMBER

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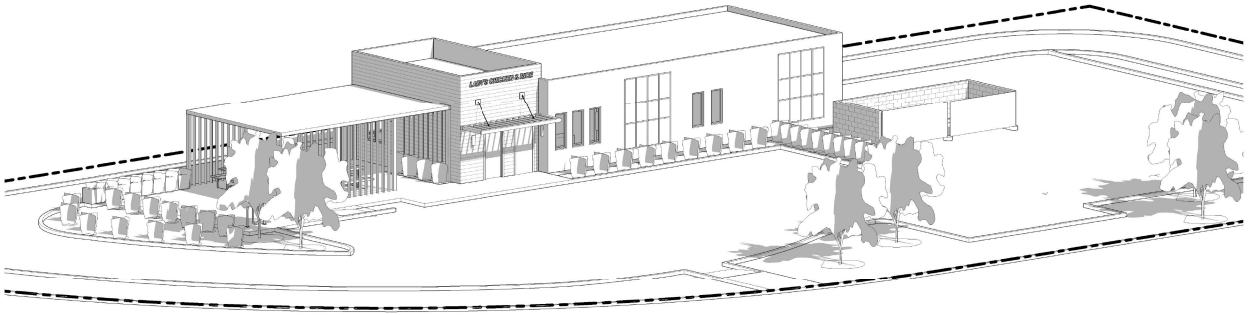


WRAPPING WOOD SHADE STRUCTURE

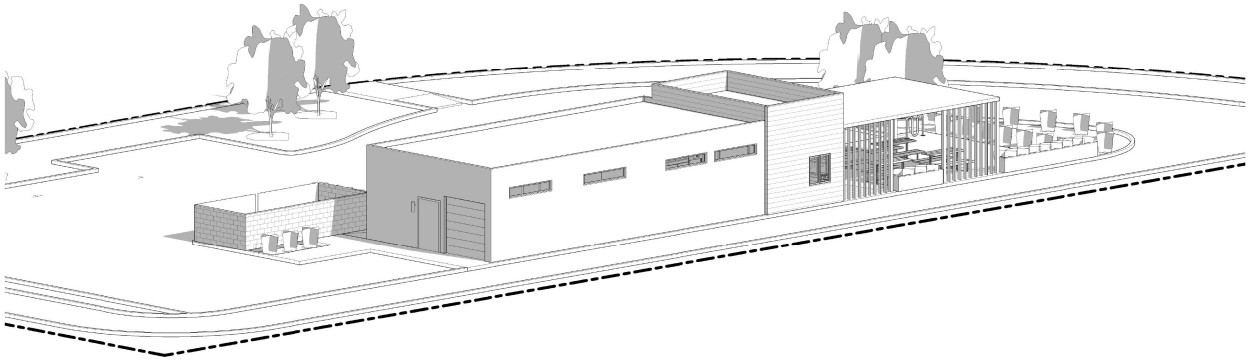


WOOD PERGOLA

51 PRECEDENT IMAGERY



53 ORTHO FRONT



54 ORTHO BACK

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ARCHITECTURE | DESIGN

ANDREW GOODWIN DESIGNS
311 N 2ND ST. STE. B7
PORTERVILLE, CA. 93257
t: (559) 359-8789
www.PortervilleArchitect.com

architect: andrew goodwin, aia
andrew@andrewgoodwin.us
principal: alex ceballos
alex@alexceballos.com

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3D VIEWS

DATE:	03/29/2023
TECHNICIAN:	ER
PROJECT MANAGER:	AC
JOB NUMBER:	627

SHEET NUMBER

SK-1

Operational Statement

Lady’s Chicken and Rice

To whom it may concern:

Lady's Chicken and Rice Drive-Through and Walk-up restaurant is a family-owned restaurant that started with food sales out of a food truck, and it still operates out of a food truck. The new restaurant will provide an opportunity to grow and serve the Visalia Community in a better way. There will be sale of various Lao and Thai hot foods and drinks. Staff will be as follows: two cashiers, two fry cooks, four-to-five-line cooks, and one manager. The business will be open to the public on Monday to Saturday from 10 am to 9 pm. There will be parking for customers and easy access to and from the streets as well as easy access for pedestrians to walk up to the restaurant and order food. There will be two food trucks parked overnight at the restaurant’s designated parking lot. One of these trucks will be for on-site location while the other will be used for catering events.

Sincerely,

Lady’s Chicken and Rice

Lady's Chicken and Rice Development

Traffic Impact Study
February 13, 2023

Prepared by:
VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
Fresno, CA 93722

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Executive Summary

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Lady's Chicken and Rice Development (Project). The Project is located at the southeast corner of Houston Avenue and Santa Fe Street, approximately a mile north of State Route (SR) 198. The Project seeks to develop a fast-food restaurant that provides drive-through service only. A walk-up window will also be provided along with limited outdoor seating.

Vehicular access to the site would be provided by one (1) driveway along Houston Avenue and one (1) driveway along Santa Fe Street. Regional access to the site is provided via SR 198.

The study intersections evaluated in this TIS include the intersection of Houston Avenue and Santa Fe Street in addition to an evaluation of Project driveways. The study area was developed in consultation with City of Visalia staff and requirements found in the City of Visalia "Procedures For Traffic Impact Analysis (TIA)", dated March 2021.

The TIS completed for the Project includes level of service (LOS) analysis for the following traffic scenarios.

- ✓ Existing Conditions
- ✓ Opening Year Without Project
- ✓ Opening Year Plus Project

IMPACTS

Intersection level of service analysis was conducted for the study intersections considering the study scenarios discussed above. Results of the analysis show that study intersections will meet the City of Visalia's minimum level of service criteria (see Table E-1). As a result, no mitigation measures are recommended.

VMT Analysis

The VMT analysis was conducted according to the City of Visalia's VMT Thresholds and Implementation Guidelines (City of Visalia 2021). The first step in the process is to check whether the project would be screened out of requiring a VMT analysis. In this case, the proposed Lady's Chicken and Rice restaurant is a local-serving retail project which would be screened out of requiring a VMT analysis because local-serving retail projects tend to reduce VMT levels. Therefore, the project has a less than significant VMT impact and no VMT mitigation measures are needed.

Table E-1
Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	EXISTING		OPENING YEAR WITHOUT PROJECT		OPENING YEAR PLUS PROJECT		OPENING YEAR PLUS PROJECT (Alternative Driveway Layout)	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1. Houston Avenue / Santa Fe Street / 3rd Avenue	Roundabout	D	AM	9.2	A	10.4	B	10.4	B	10.4	B
			PM	9.6	A	11.6	B	12.6	B	12.5	B
2. Houston Avenue / Project Driveway 1	One-Way Stop	D	AM					--	A	--	A
			PM					13.2	B	13.1	B
3. Santa Fe Street / Project Driveway 2	One-Way Stop	D	AM					--	A	--	A
			PM					10.7	B	10.7	B

DELAY is measured in seconds
LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded
For roundabout controlled intersections, delay results show the average for the entire intersection. For one-way stop controlled intersections, delay results show the delay for the worst movement.

1.0 Introduction

1.1 Description of the Region/Project

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Lady's Chicken and Rice Development (Project). The Project is located at the southeast corner of Houston Avenue and Santa Fe Street, approximately a mile north of State Route (SR) 198. The Project seeks to develop a fast-food restaurant that provides drive-through service only. A walk-up window will also be provided along with limited outdoor seating. Figure 1-1 shows the site's regional context while Figure 1-2 shows the Project location within the City of Visalia. Figure 1-3 shows the tentative site plan for the Project.

1.1.1 *Project Access*

Vehicular access to the site would be provided by one (1) driveway along Houston Avenue and one (1) driveway along Santa Fe Street. Regional access to the site is provided via SR 198.

1.1.2 *Study Area*

The study intersections included in this TIS are listed below and shown in Figure 1-2. The study intersections were developed in consultation with City of Visalia staff and requirements found in the City of Visalia "Procedures For Traffic Impact Analysis (TIA)", dated March 2021. Site access driveways will also be evaluated in this TIS and are discussed in Section 3.0 of this report.

Intersections

- ✓ Houston Avenue / Santa Fe Street

1.1.3 *Study Scenarios*

The TIS completed for the Project includes level of service (LOS) analysis for the following traffic scenarios.

- ✓ Existing Conditions
- ✓ Opening Year Without Project
- ✓ Opening Year Plus Project

1.2 Methodology

When preparing a TIS, guidelines set by affected agencies are followed. In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. In addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses, the need for dedicated ingress and egress access lanes to the project, and other evaluations such as the need for signalized

intersections or other improvements. Guidelines incorporated in the Highway Capacity Manual (HCM), 6th Edition, published in 2016 were also used in the development of this TIS.

1.2.1 *Intersection Analysis*

Intersection LOS analysis was conducted using the Synchro software program. Synchro supports HCM methodologies and is deemed an acceptable program by City of Visalia staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections.

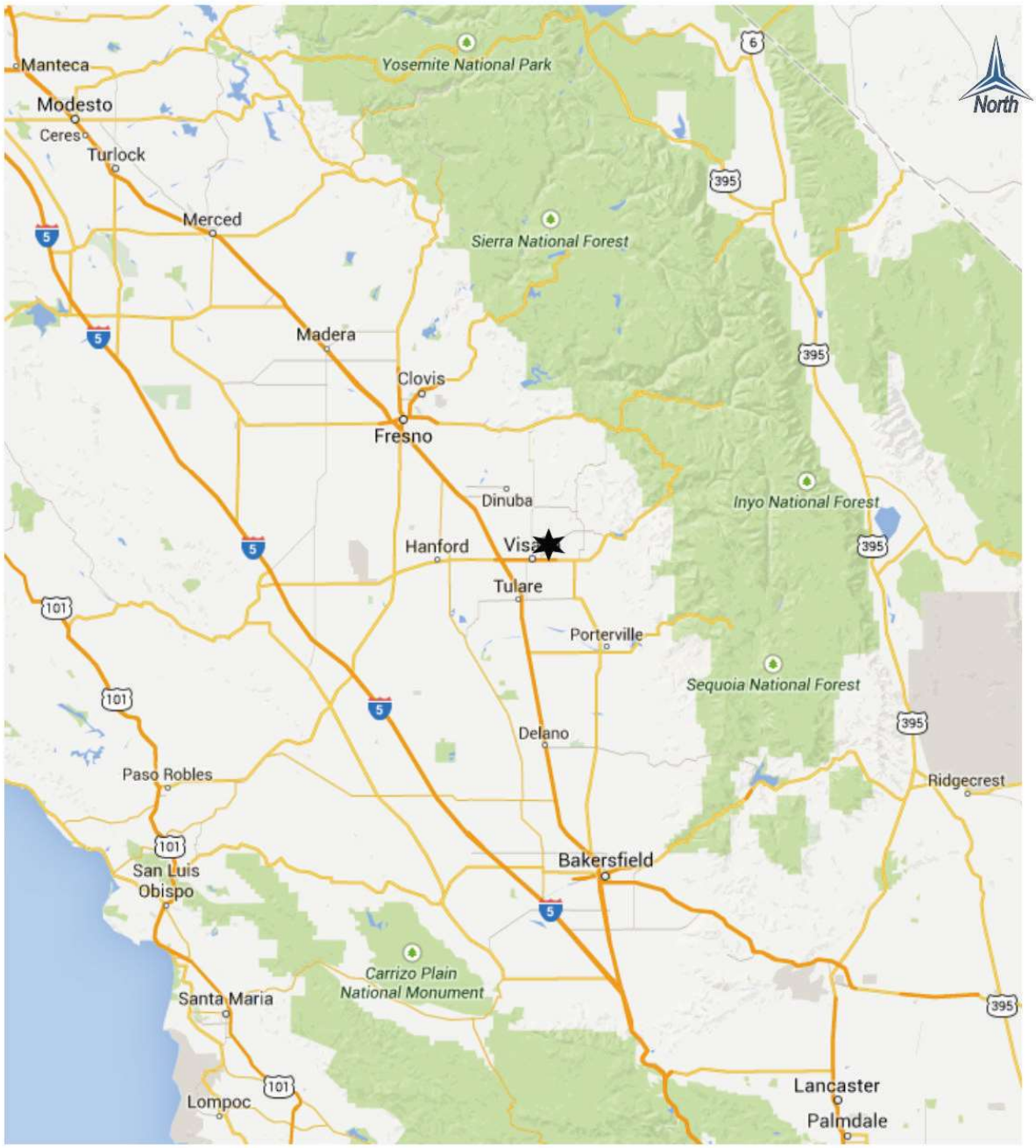
Tables 1-1 and 1-2 indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F".

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the HCM. Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The latest edition of the California Manual on Uniform Traffic Control Devices for Streets and Highways (California MUTCD) introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified.

Lady's Chicken and Rice Development
Regional Location

Figure 1-1



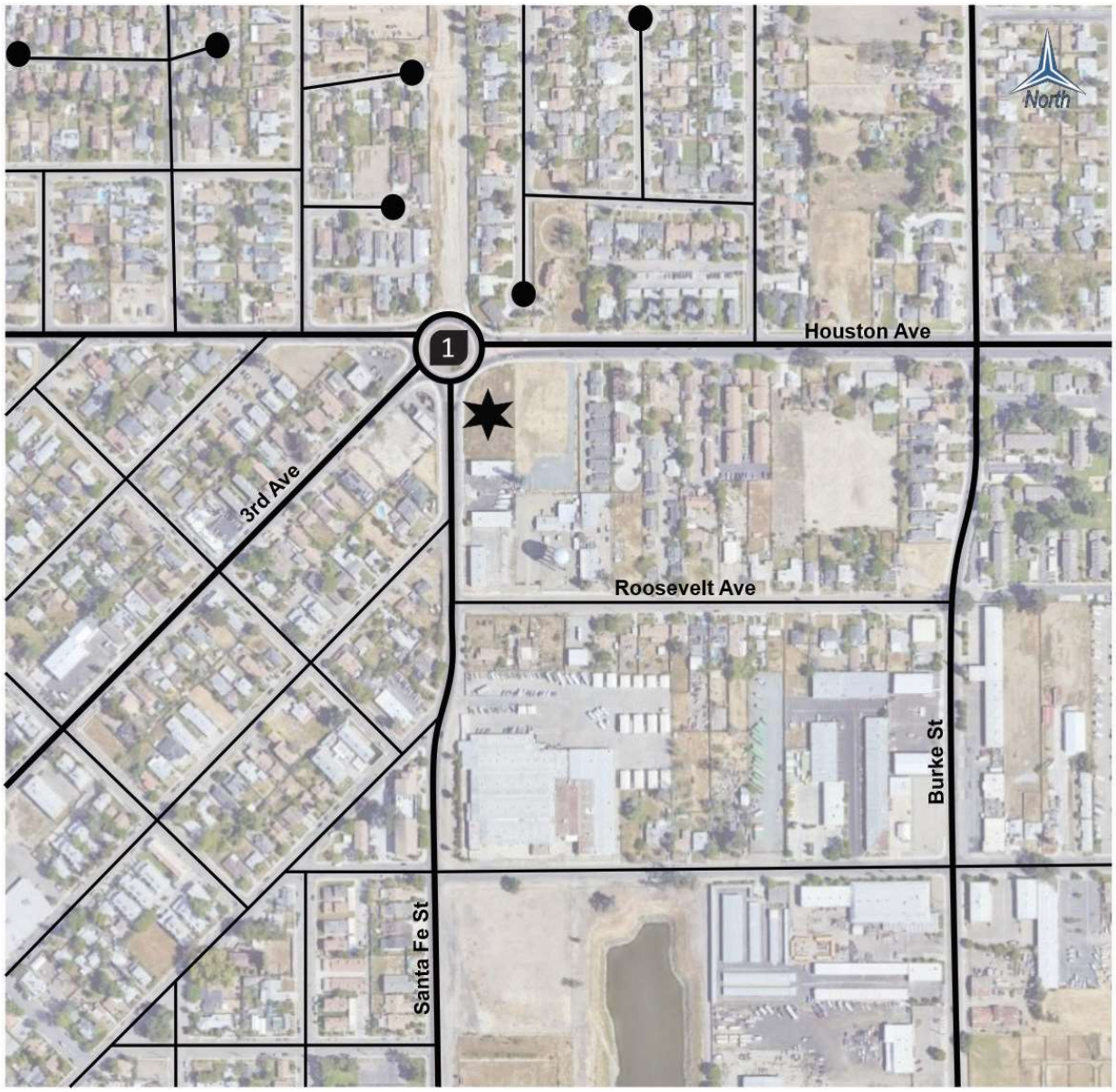
LEGEND

★ Project Location

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Lady's Chicken and Rice Development
Project Location

Figure 1-2



Lady's Chicken and Rice Development
Project Site Plan

Figure 1-3

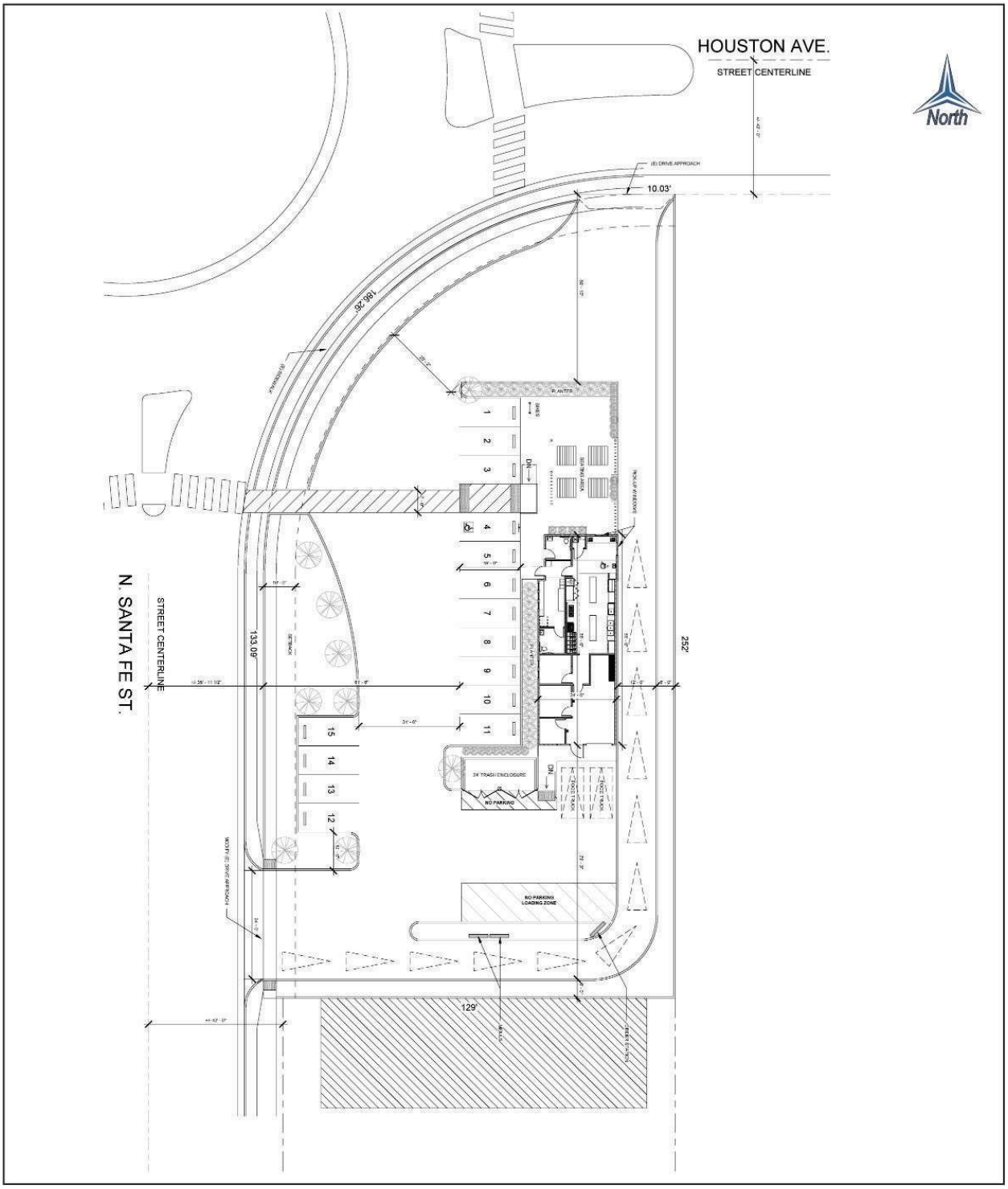


Table 1-1
Signalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

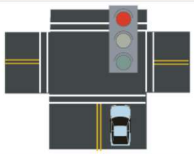
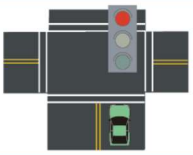
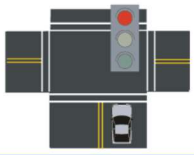
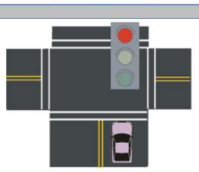
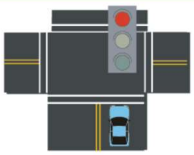
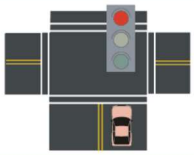
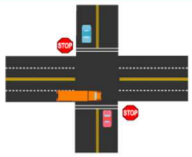
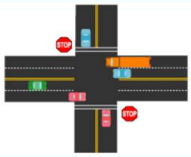
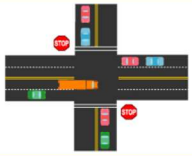
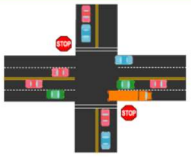
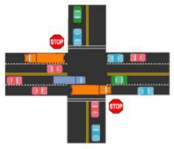
LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		> 10.0 - 20.0
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		> 20.0 - 35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		> 35.0 - 55.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		> 55.0 - 80.0
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over- saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		> 80.0

Table 1-2
Unsignalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION	AVERAGE TOTAL DELAY (sec/veh)
A	No delay for stop-controlled approaches. 	0 - 10.0
B	Describes operations with minor delay. 	> 10.0 - 15.0
C	Describes operations with moderate delays. 	> 15.0 - 25.0
D	Describes operations with some delays. 	> 25.0 - 35.0
E	Describes operations with high delays and long queues. 	> 35.0 - 50.0
F	Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers. 	> 50.0

1.3 Policies to Maintain Level of Service

1.3.1 *City of Visalia*

The City of Visalia General Plan states the City will plan for LOS "D" for street segments and intersections.

1.4 VMT Analysis

Senate Bill 743 (SB 743) went into effect throughout California on July 1, 2020. This legislation changed the performance measure for CEQA transportation studies from level of service to vehicle miles traveled (VMT). An assessment of potential VMT impacts associated with the Project is provided in Section 3.0 to address changes in CEQA requirements.

2.0 Existing Conditions

2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing AM and PM peak hour turning movements were collected at each study intersection by National Data and Surveying Services. Intersection turning movement counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for study intersections on Tuesday, September 20th, 2022. Traffic count data worksheets are provided in Appendix A.

2.2 Existing Functional Roadway Classification System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

The current hierarchical system of roadways within the study area consists of the following four (4) basic classifications:

- ✓ **State Freeways and Highways** – provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the City/County and link the City/County to other parts of the State.
- ✓ **Arterials** – provide for mobility within the City/County, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.
- ✓ **Collectors** – provide for internal traffic movement within communities and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.
- ✓ **Local Streets** – Roadways which provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

2.3 Affected Streets and Highways

The study intersections included in this TIS are listed below. The study intersections were developed in consultation with City of Visalia staff and requirements found in the City of Visalia "Procedures For Traffic Impact Analysis (TIA)", dated March 2021. Site access driveways will also be evaluated in this TIS and are discussed in Section 3.0 of this report.

Intersections

✓ Houston Avenue / Santa Fe Street

The existing lane geometry at study area intersections is shown in Figure 2-1. Figures 2-2 and 2-3 show existing traffic volumes for the AM and PM peak hours in the study area.

2.4 Level of Service

2.4.1 *Intersection Capacity Analysis*

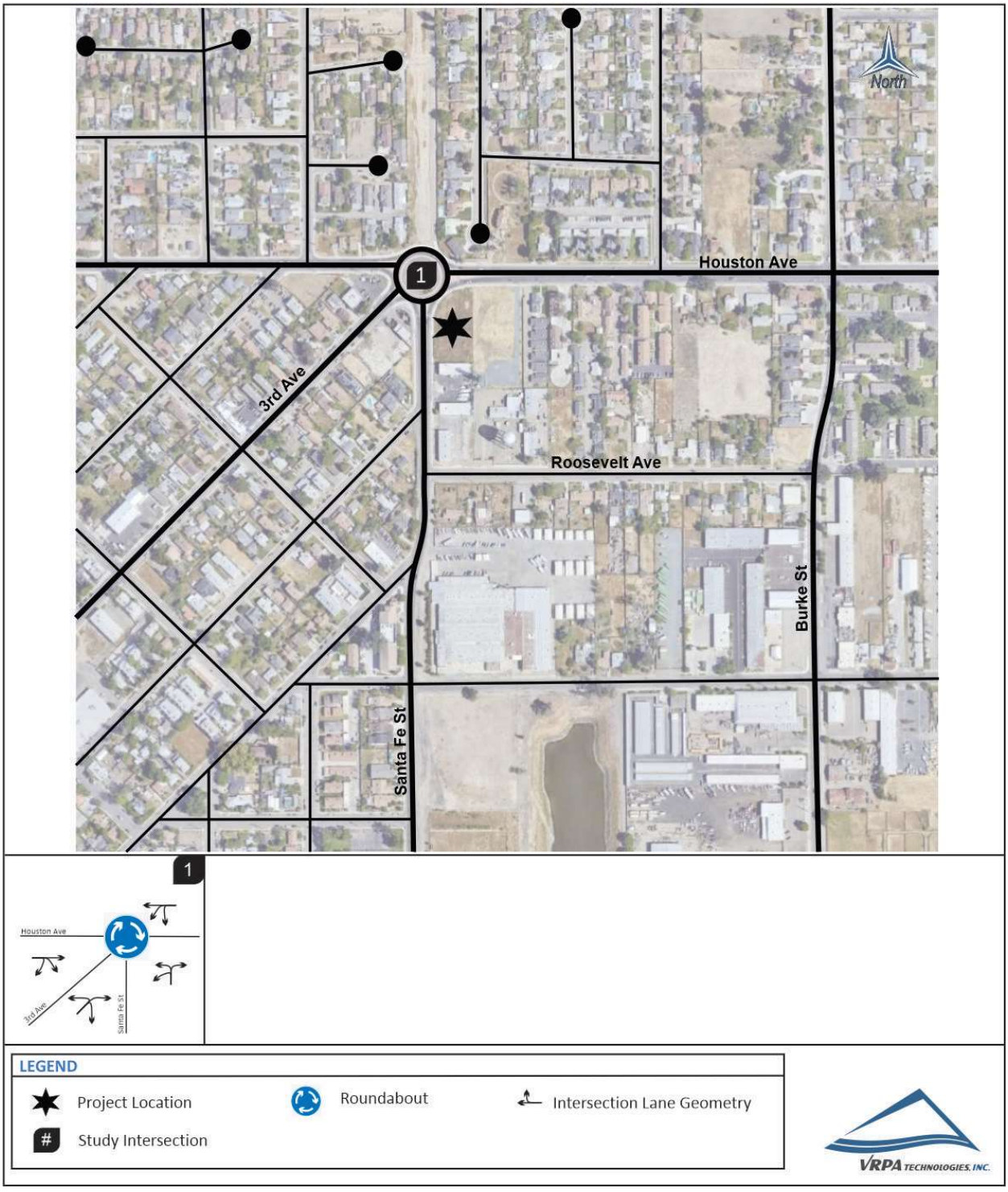
All intersection LOS analyses were estimated using Synchro 10 Software. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc.) were input into the Synchro 10 Software program to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the 6th Edition HCM outputs. Synchro assumptions, listed below, show the various Synchro inputs and methodologies used in the analysis.

✓ **Lane Geometry**
- VRPA conducted a field study of the specified intersections and segments to verify lane geometry and intersection control as well as to obtain other pertinent data, where applicable

✓ **Traffic Conditions**
- Peak hour factors (PHF) for each intersection approach was obtained from traffic counts in the study area and were utilized for Existing and Opening Day conditions
- Heavy vehicle percentages were based on the HCM default
- Roadway link speed limits were observed in the field and input into the Synchro network to determine roadway link speeds

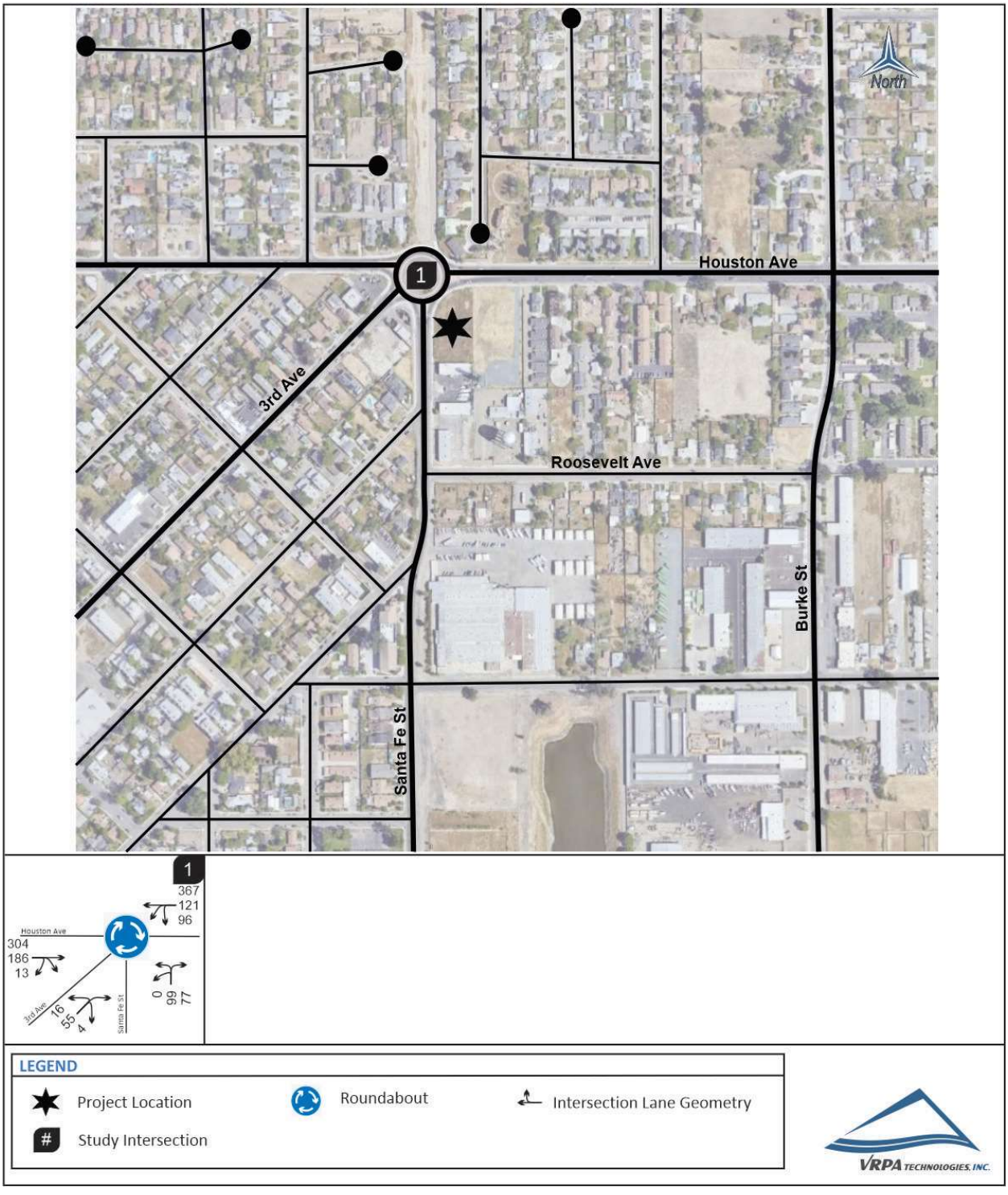
Lady's Chicken and Rice Development
Existing Lane Geometry

Figure 2-1



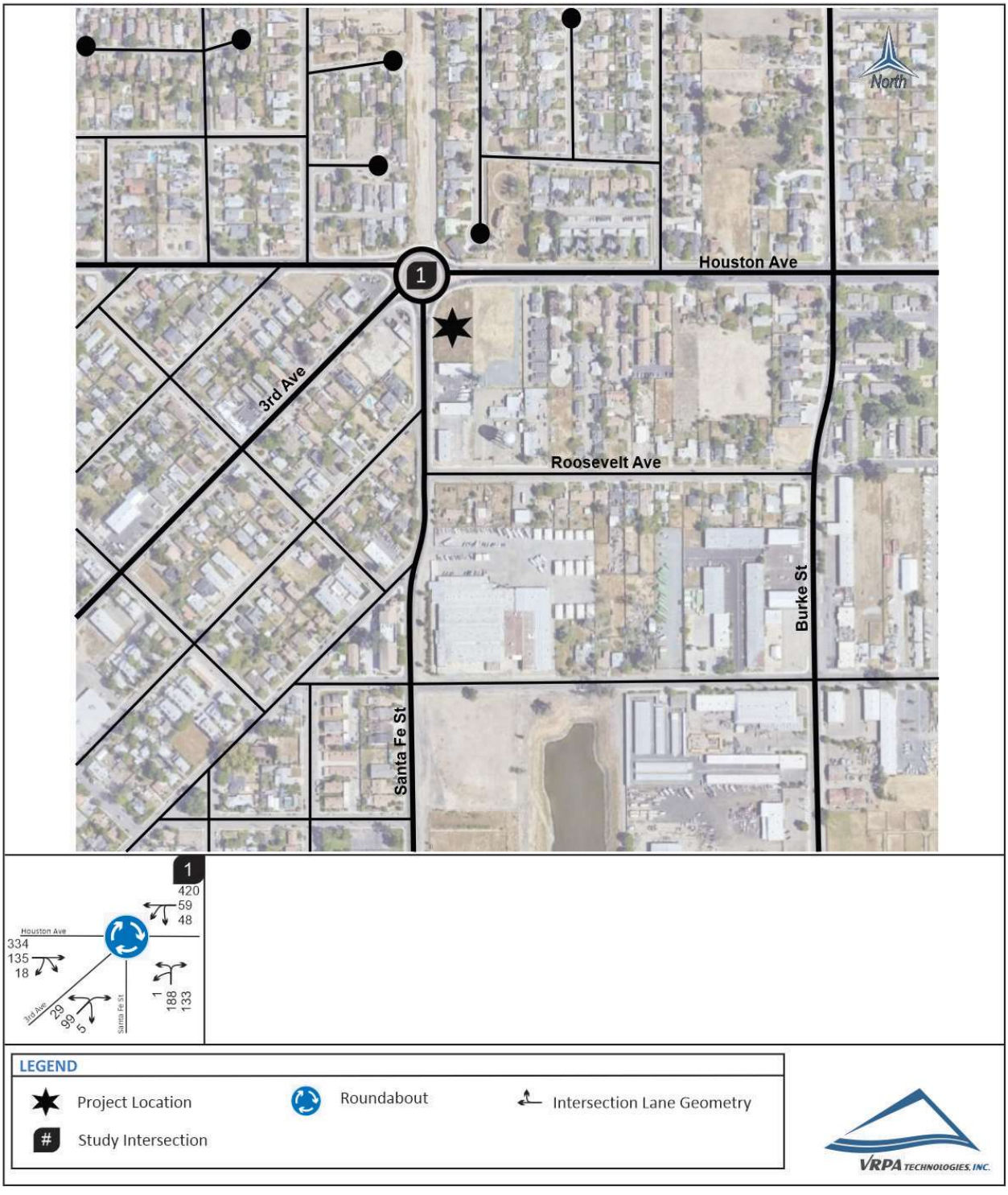
Lady's Chicken and Rice Development
Existing AM Peak Hour Traffic

Figure 2-2



Lady's Chicken and Rice Development
Existing PM Peak Hour Traffic

Figure 2-3



Results of the analysis show that the study intersection currently meets the City of Visalia's minimum level of service criteria. Table 2-1 shows the intersection LOS for the existing conditions. Synchro 10 (HCM 6th Edition) Worksheets are provided in Appendix B.

2.4.2 *Queuing Analysis*

Table 2-2 provides a queue length summary for all approaches at the study intersection for Existing Conditions. Queuing analysis was completed using the queuing formula presented in the U.S. Department of Transportation Federal Highway Administration's (FHWA) *Roundabouts: An Informational Guide* (Section 4 – Operations), dated June 2000 (see Appendix C). As shown in Table 2-2, the longest calculated queue is 37 feet at the westbound through movement during the AM peak hour.

2.5 Study Area Collision Data

The Transportation Injury Mapping System (TIMS) provided by University of California, Berkeley was used to evaluate traffic collisions in the study area. TIMS utilizes geocoded data provided by the Statewide Integrated Traffic Records System (SWITRS). SWITRS is a tool used by California Highway Patrol (CHP) and other Allied Agencies throughout California and includes various types of statistical reports and data. The database serves as a means to collect and process data gathered from a collision scene. Information from the TIMS database shows that approximately 37 injury or fatal accidents (36 injury/1 fatal) have occurred throughout the study area in the past 5 years. A graphical representation of traffic collisions throughout the study area for the past 5 years is provided in Figure 2-4. Collision data worksheets are provided in Appendix D. The City of Visalia area had approximately 2,146 injury or fatal accidents over the same timeframe referenced above. Injury and fatal accidents in the study area represent 1.7% of incidents that occurred in the City of Visalia. Collision data in the study area shows that 'Broadside' collisions are the most common accidents in the study area.

Table 2-1
Existing Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	EXISTING	
				DELAY	LOS
1. Houston Avenue / Santa Fe Street / 3rd Avenue	Roundabout	D	AM	9.2	A
			PM	9.6	A

DELAY is measured in seconds
LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For roundabout controlled intersections, delay results show the average for the entire intersection.

Table 2-2
Existing Queuing Operations

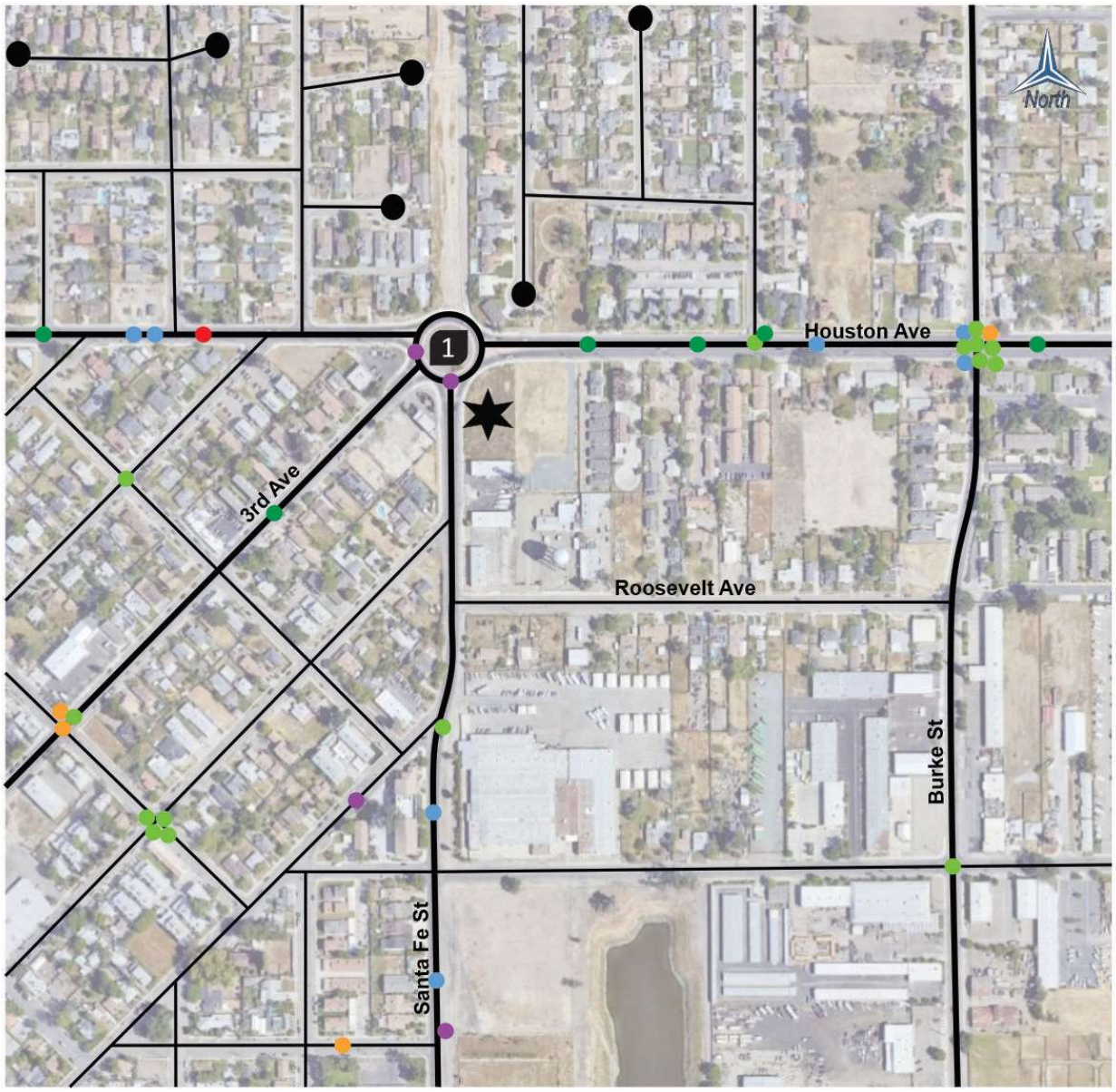
INTERSECTION	INTERSECTION APPROACH	EXISTING CONDITIONS	
		AM Queue	PM Queue
Houston Avenue / Santa Fe Street / 3rd Avenue	NB Through	11	21
	EB Through	32	32
	WB Through	37	35
	NEB Through	5	9

Queue is measured in feet

1: Through lane terminates as right turn at intersection

Lady's Chicken and Rice Development
Study Area Collision Map (1/1/2017 - 12/31/2021)

Figure 2-4



3.0 Traffic Impacts

This chapter provides an assessment of the traffic the Project is expected to generate and the impact of that traffic on the surrounding street system.

3.1 Trip Generation

To assess the impacts that the Project may have on the surrounding roadway network, the first step is to determine Project trip generation. Project trip generation was determined using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The considerations described above led to the recommended trip generation for the PM (4:00-6:00pm) peak hour shown in Table 3-1.

Table 3-1
Project Trip Generation

LAND USE	INDEPENDENT VARIABLE (IV)	DAILY TRIP ENDS (ADT)		WEEKDAY PM PEAK HOUR				
		RATE [1]	VOLUME	RATE	IN:OUT SPLIT	VOLUME		
						IN	OUT	TOTAL
Lady's Chicken and Rice (935)	1 Drive-Through Lane	842.12	842	59.50	51:49	30	30	60
TOTAL TRIP GENERATION			**842**			**30**	**30**	**60**

Source: Generation factors from ITE Trip Generation Manual, 11th Edition.
Trip ends are one-way traffic movements, entering or leaving.
The numbers in parenthesis are ITE land use codes.

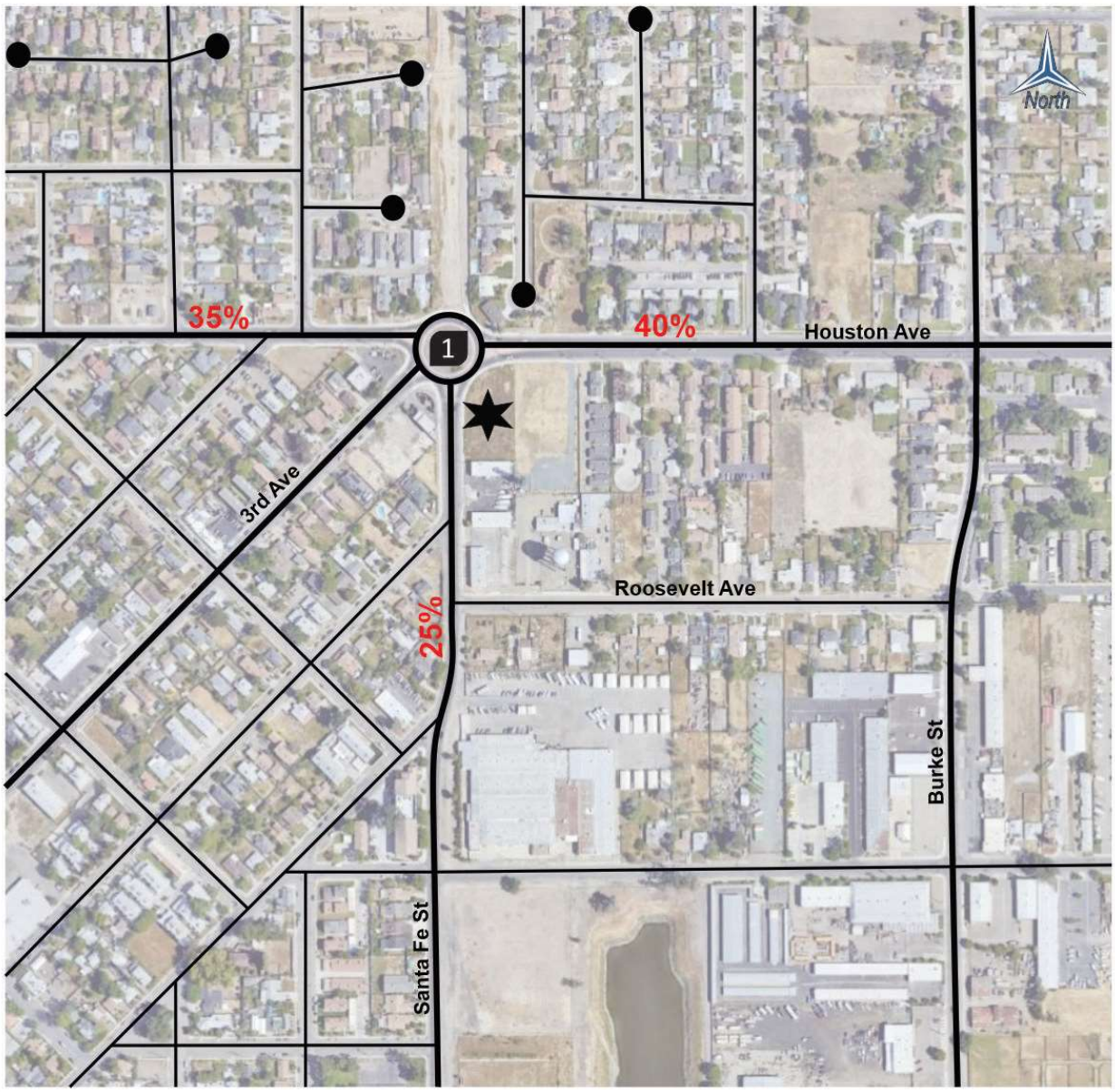
1: Daily Rate based upon the ratio of the PM peak hour and Daily 'average' rate of ITE Land Use Code 934 (1,000 sq.ft Independent Variable).

3.2 Trip Distribution

Project trip distribution percentages for the Opening Year scenario is shown in Figure 3-1. These percentages are based upon knowledge of the study area and prevailing traffic patterns in the study area. Vehicular access to the site would be provided by one (1) driveway along Houston Avenue and one (1) driveway along Santa Fe Street. Regional access to the site is provided via SR 198.

Based on the trips shown in Table 3-1, the Project will generate 60 PM peak hour trips. Table 1 of the City of Visalia's *Procedures for Traffic Impact Analysis (TIA)* provides guidance on the level of analysis required for development projects. As noted in the City of Visalia procedure, projects that generate less than 100 peak hour trips are required to perform an Opening Year analysis.

Lady's Chicken and Rice Development — **Figure 3-1**
Project Trip Distribution



3.3 Project Traffic

Project traffic as shown in Table 3-1 was distributed to the roadway system using the trip distribution percentages shown in Figures 3-1. A graphical representation of the resulting PM peak hour Project trips used is shown in Figure 3-2. It should be noted that the Project will not generate any AM peak hour trips.

3.4 Approved/Pending Project Traffic

Traffic impact analyses typically require the analysis of approved or pending developments that have not yet been built in the vicinity of the Project. There are several development projects in the Project's vicinity that will add new trips to the intersections being evaluated in this TIS. The approved or pending projects included in this TIS are graphically displayed in Figure 3-3. Trip generation and distribution information for the approved and pending developments was estimated using trip generation rates from the ITE Trip Generation Manual (11th Edition) and engineering judgement and prevailing traffic patterns. Figure 3-4 shows the AM and PM peak hour trips for Approved and Pending project traffic. The peak hour trips for approved and pending project traffic were applied to Opening Year conditions discussed later in the report.

3.5 Opening Year Traffic Conditions

Traffic conditions with and without the Project in the Year 2023 were estimated by applying a growth rate of 2% per year to the existing traffic volumes. A comparison of the TCAG base year and future year travel model showed that the growth in the study area is approximately 2% per year. The resulting traffic for the Opening Year scenario is shown in Figures 3-5, 3-6, 3-7, 3-8a, and 3-8b. Figure 3-8a shows the resulting traffic for the Opening Year scenario considering right-in/right-out access only at the Santa Fe Street and Houston Avenue driveways. Figure 3-8b shows the resulting traffic for the Opening Year scenario considering alternative driveway layouts with left-in and right-in/right-out access at the Santa Fe Street driveway and right-out only access at the Houston Avenue driveway.

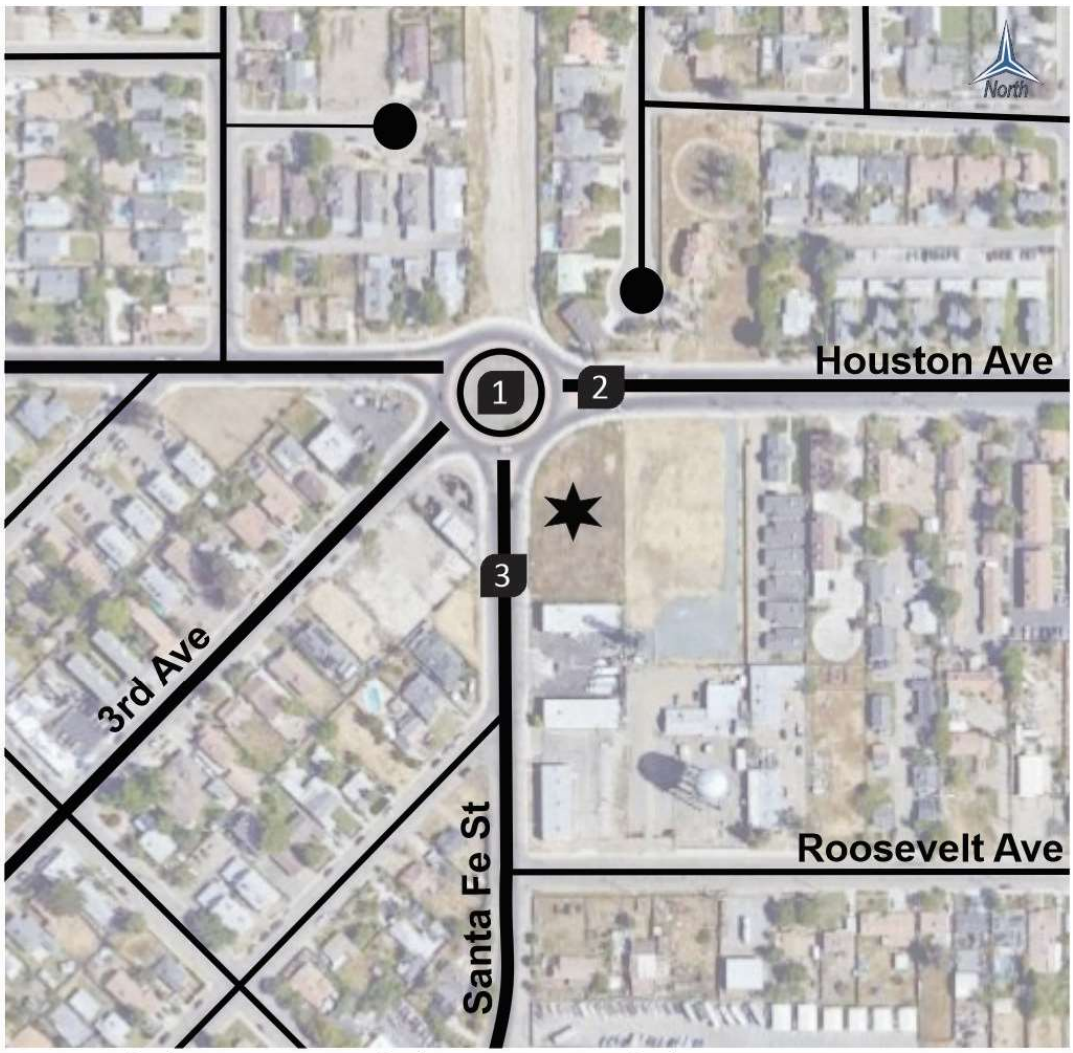
3.6 Impacts

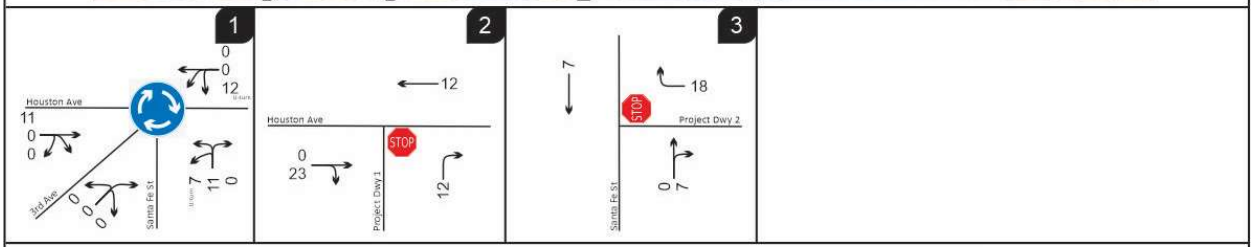
3.6.1 *Intersection Capacity Analysis*

Table 3-2 provides the intersection level of service analysis for the study intersections considering the study scenarios discussed above. Results of the analysis show that study intersections will meet the City of Visalia's minimum level of service criteria. As a result, no mitigation measures are recommended.

Lady's Chicken and Rice Development
Project Peak Hour Trips

Figure 3-2





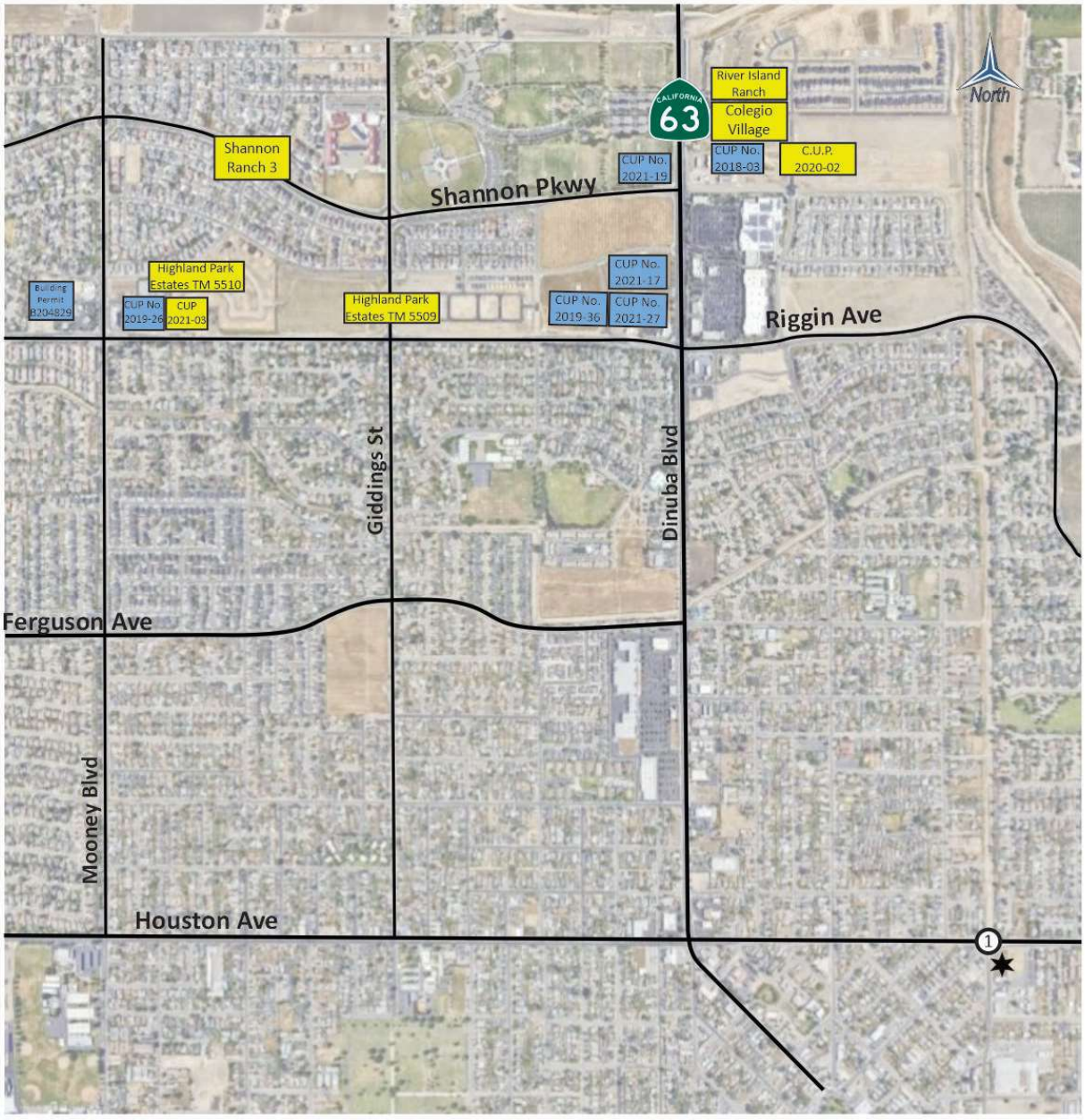
LEGEND

★	Project Location	◯	Roundabout	⌐	Intersection Lane Geometry
#	Study Intersection	STOP	Stop Sign	##	PM Peak Hour

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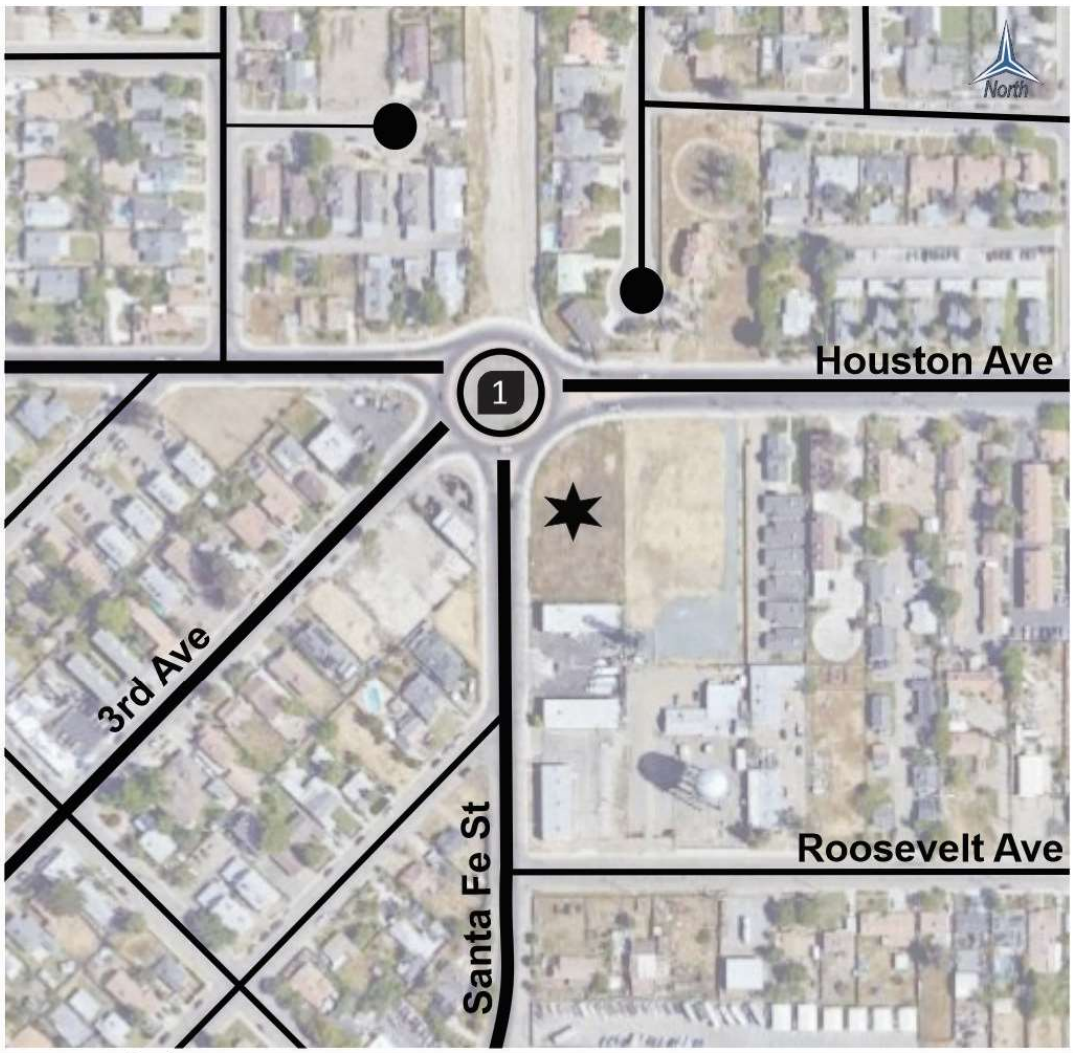
Lady's Chicken and Rice Development
Approved/Pending Projects Location

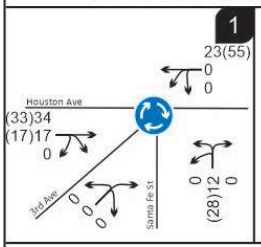
Figure 3-3



Lady's Chicken and Rice Development
Approved/Pending Projects AM & PM Peak Hour Trips

Figure 3-4





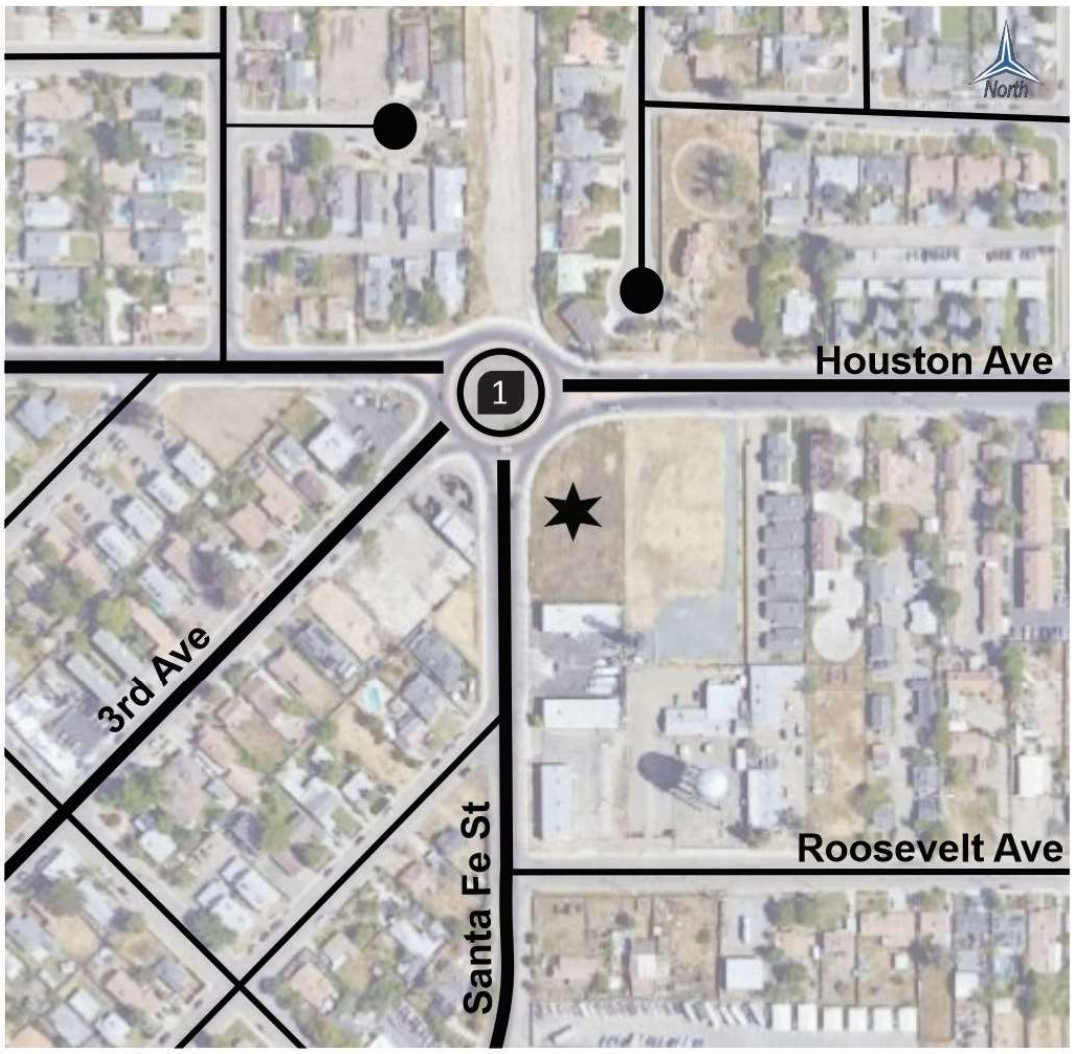
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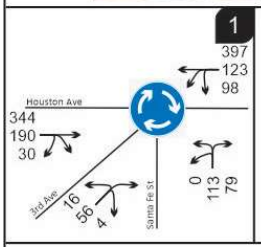
- Project Location
- Roundabout
- Intersection Lane Geometry
- # Study Intersection
- ## (##) AM Peak (PM Peak)

VRPA TECHNOLOGIES, INC.

Lady's Chicken and Rice Development
Opening Year Without Project AM Peak Hour Trips

Figure 3-5





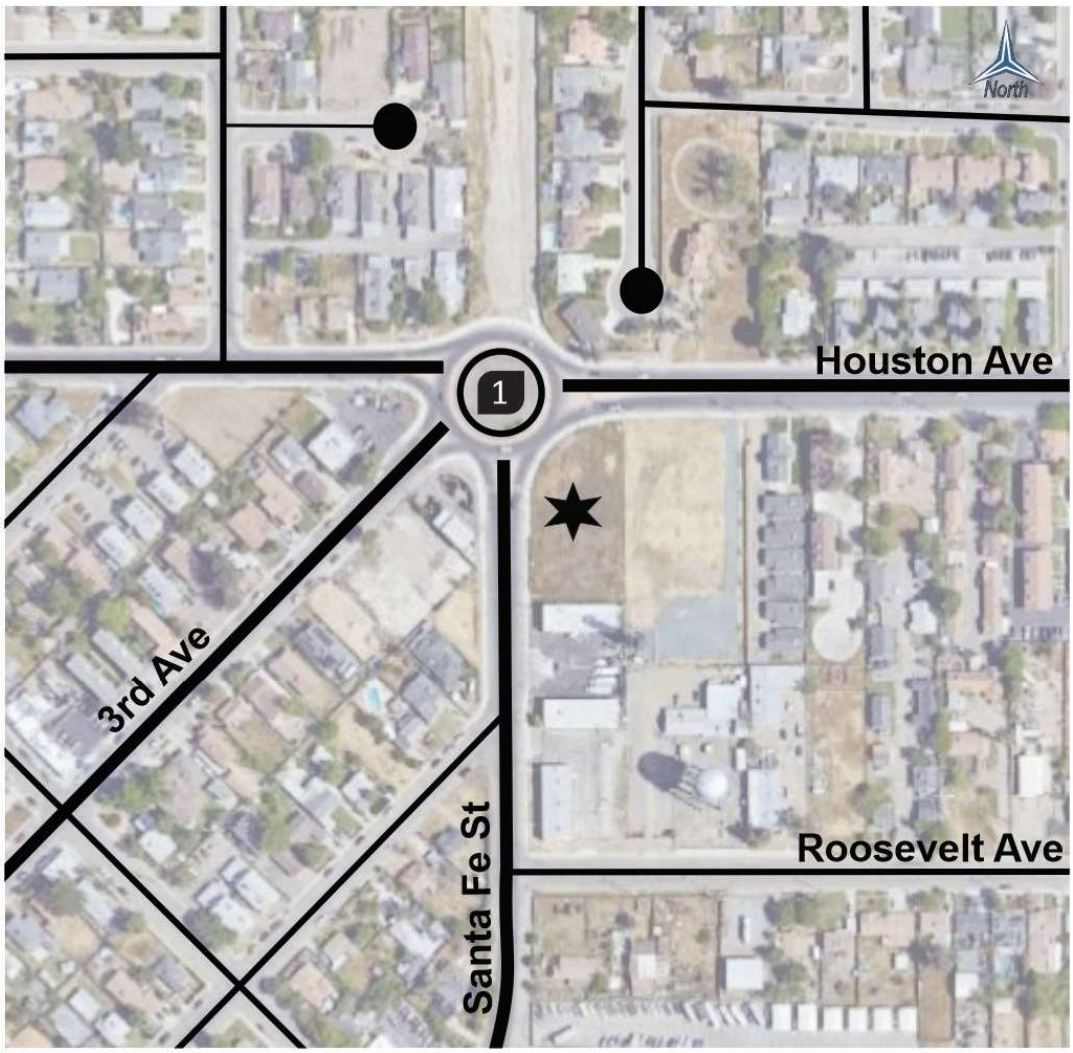
LEGEND

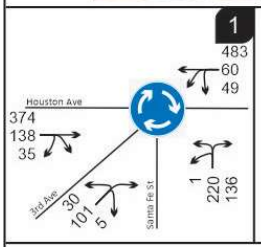
- Project Location
- Roundabout
- Intersection Lane Geometry
- # Study Intersection
- ## AM Peak Hour

VRPA TECHNOLOGIES, INC.

Lady's Chicken and Rice Development
Opening Year Without Project PM Peak Hour Trips

Figure 3-6





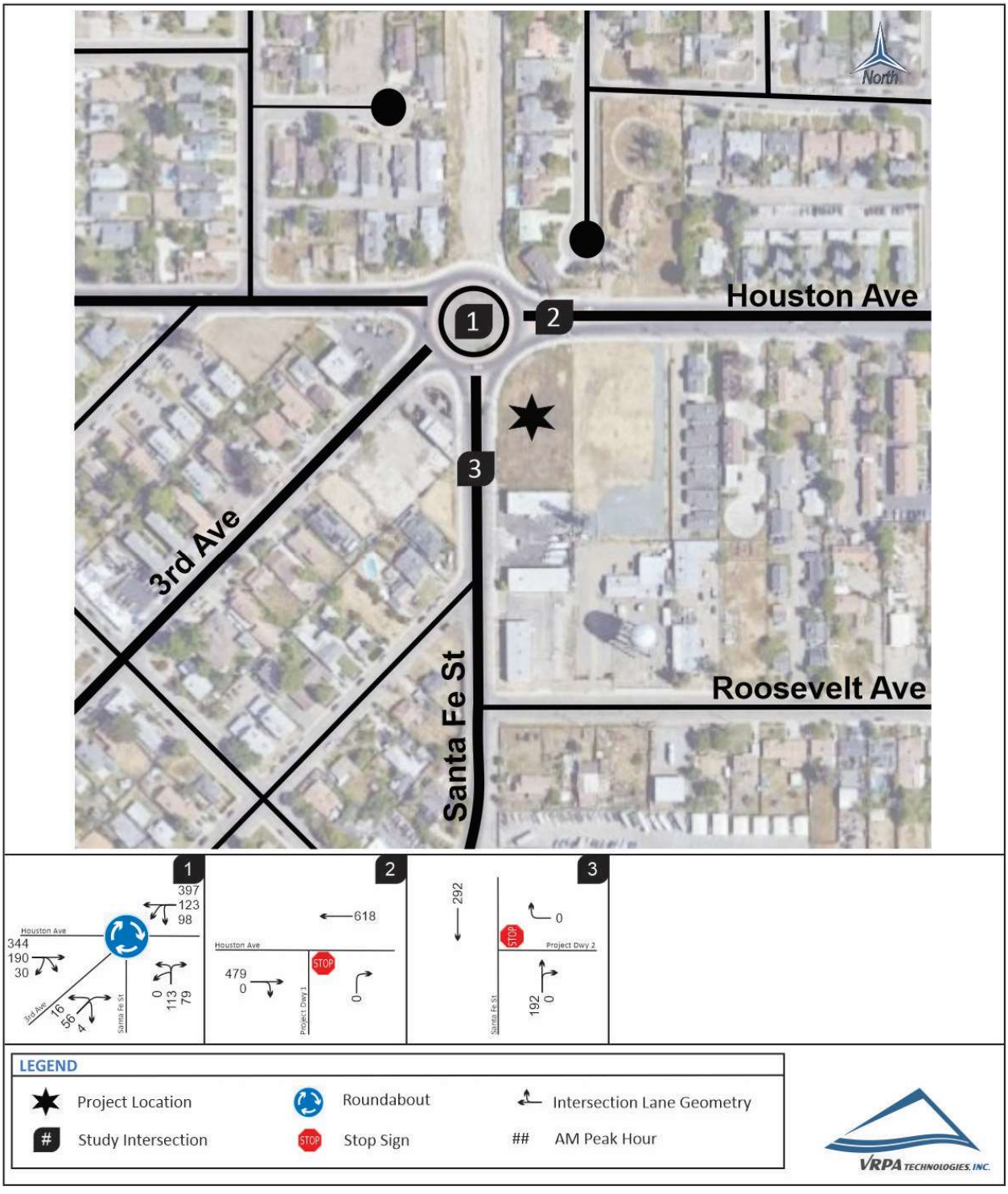
LEGEND

Project Location	Roundabout	Intersection Lane Geometry
# Study Intersection	## PM Peak Hour	

VRPA TECHNOLOGIES, INC.

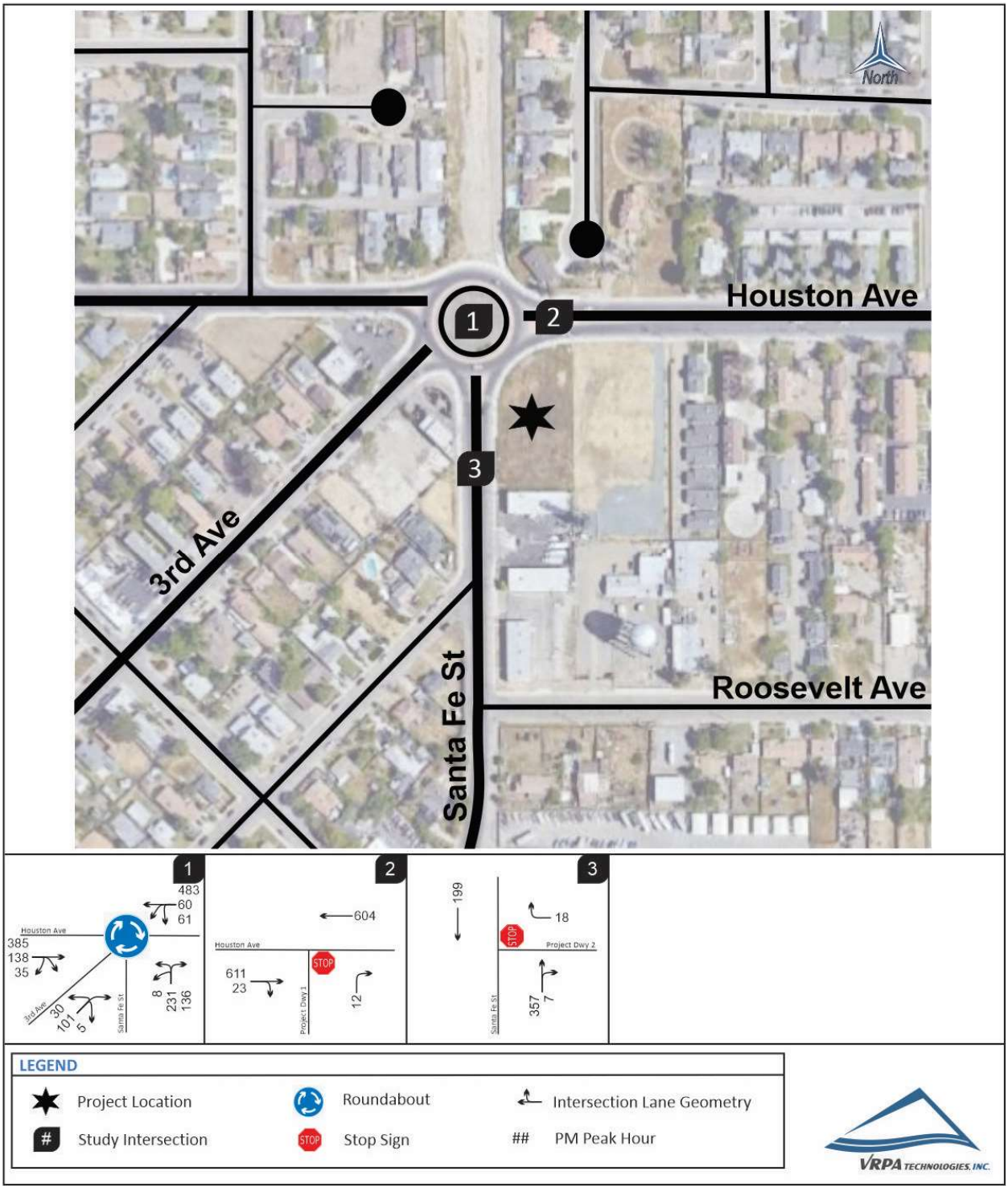
Lady's Chicken and Rice Development
Opening Year Plus Project AM Peak Hour Trips

Figure 3-7

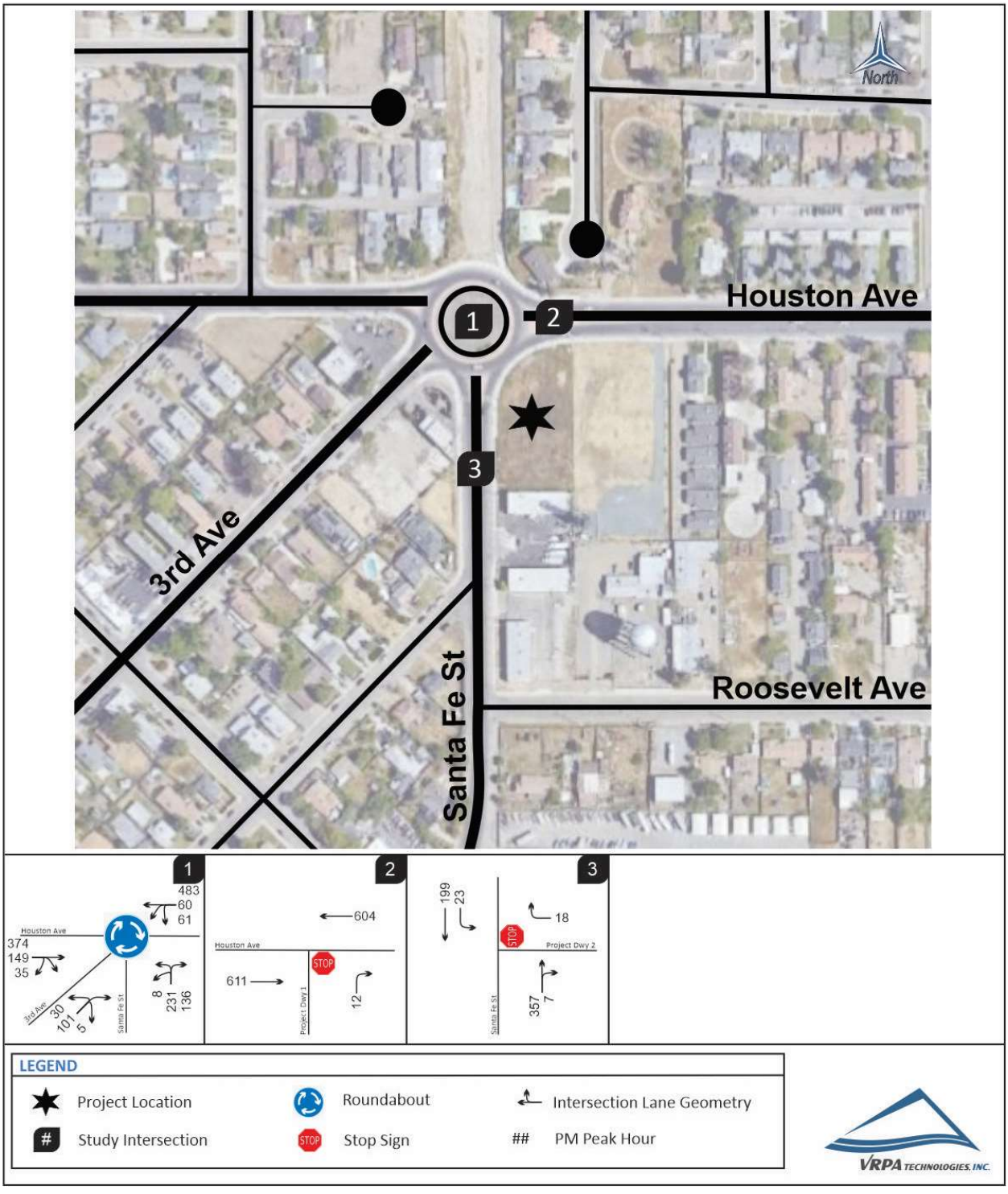


Lady's Chicken and Rice Development
Opening Year Plus Project PM Peak Hour Trips

Figure 3-8a



Lady's Chicken and Rice Development — Figure 3-8b
Opening Year Plus Project PM Peak Hour Trips (Alternative Driveway Layout)



3.6.2 *Queuing Analysis*

Table 3-3 provides a queue length summary for traffic movements at study intersections. Queuing analysis for the Project driveways were completed using the queuing formulas presented in the City of Visalia "Procedures For Traffic Impact Analysis (TIA)", dated March 2021. Queuing analysis for the Houston Avenue at Santa Fe Street intersection was completed using the queuing formula presented in the U.S. Department of Transportation Federal Highway Administration's (FHWA) Roundabouts: An Informational Guide (Section 4 – Operations), dated June 2000 (see Appendix C). The queue lengths presented in Table 3-3 represent the approximate queue lengths for the respective lane movements.

Results of the queuing analysis shows that queuing at the intersection of Houston Avenue and Santa Fe Street will be negligible. As shown in Table 3-3, the longest calculated queue is 52 feet (2 vehicles) at the westbound through movement during the PM peak hour (Alternative Driveway Layout). The queuing analysis also shows that onsite queuing at the Project driveways will be minimal. The westbound movement at Santa Fe Street and Project Driveway 2 has a projected queue length of 15 feet (1 vehicle) based upon PM peak hour trips.

The southbound left movement at Santa Fe Street and Project Driveway 2 (Alternative Driveway Layout) has a projected queue length of 19 feet (1 vehicle) based upon PM peak hour trips. The existing striping and southbound roadway width at the Santa Fee Street and Project Driveway 2 could accommodate an 11-foot southbound left turn lane with a storage pocket of approximately 45 feet which is adequate storage capacity given the queuing analysis (19 feet).

3.7 Preliminary Project Driveway Assessment

Vehicular access to the site would be provided by one (1) driveway along Houston Avenue and one (1) driveway along Santa Fe Street. Based on the results identified in Table 3-2, the proposed intersection configuration(s) for the Project driveways are shown below. The ultimate configuration will be determined in consultation with City of Visalia staff. It should be noted that the National Cooperative Highway Research Program (NCHRP) Report 672 *Roundabouts: An Informational Guide*, provides guidance on driveway access adjacent to roundabouts. In essence, it is preferable to avoid locating driveways in areas that conflict with the circulatory roadway. As a result, the driveway configurations associated with the preferred layout below would be optimal considering the close proximity of the Houston Avenue and Santa Fe Street roundabout.

- ✓ <u>Houston Avenue at Project Driveway 1</u>
  - Intersection Control - One-Way Stop (Project Driveway)
  - Northbound approach - 1 right-turn lane

- Eastbound approach - 1 through lane with a shared right
- Westbound approach - 1 through lane

Alternative Layout

- Intersection Control - One-Way Stop (Project Driveway)
- Northbound approach - 1 right-turn lane
- Eastbound approach - 1 through lane
- Westbound approach - 1 through lane

✓ Santa Fe Street at Project Driveway 2

- Intersection Control - One-Way Stop (Project Driveway)
- Northbound approach - 1 through lane with a shared right
- Southbound approach - 1 through lane
- westbound approach - 1 right turn lane

Alternative Layout

- Intersection Control - One-Way Stop (Project Driveway)
- Northbound approach - 1 through lane with a shared right
- Southbound approach - 1 left turn lane and 1 through lane
- westbound approach - 1 right turn lane

The Project driveways will meet acceptable levels of service as one-way stop-controlled intersections.

Chapter 400 of Caltrans' *Highway Design Manual* provides design criteria for at grade intersections along state highway facilities. The *Highway Design Manual* along with the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* should be used for the design of the Project driveway(s), which will take place during the design phase of the Project. Section 201 of the *Highway Design Manual* provides stopping sight distance requirements for various design speeds. In addition, AASHTO's *A Policy on Geometric Design of Highways and Streets* provides intersection sight distance requirements for specified design speeds.

The roadway design speed in the vicinity of the proposed location of the Project driveway is 20 miles per hour (mph) due to the roundabout located at Houston Avenue and Santa Fe Street. Therefore, the design intersection sight distance standard is 225 feet for left turning movements and 195 feet for right turning movements. The stopping site distance standard for the Project driveways is 125 feet. Figures 3-9a, 3-9b, and 3-9c depicts the intersection sight distance requirements per AASHTO standards. The driver/pedestrian sight distance triangle is represented by the shaded area which is the area that must be kept free of obstructions. Figure 3-10 depicts the sight distance from the south to the driveway along Santa Fe Street and from the west to the driveway along Houston Avenue. Results of the analysis shows that the proposed location of the

Project driveways will meet sight distance requirements as recommended in Caltrans' *Highway Design Manual* and AASHTO's *A Policy on Geometric Design of Highways and Streets*.

3.8 On-site Circulation

As noted previously, the Project will generate approximately 60 trips during the PM peak hour. The site plan for the Project shows an estimated 250-foot storage/drive-through lane which will accommodate approximately 12 vehicles assuming 20 feet per vehicle.

Queuing Information/Data provided in the Transportation Impact Study for the Chick-Fil-A /Starbucks Monrovia Project, the Trip Generation Study of Coffee/Donut Shops in Western NY, and the Drive-Through Queue Generation study was utilized in the development of queuing estimates at the drive-through for the proposed Project. Table 3-4 provides a queue length summary considering Project inbound Trip Generation results presented in Table 3-1 above. It should be noted that the average number of vehicles expected to utilize the drive-through lane is based on the peak hour inbound trip generation. It is anticipated that some patrons will park and place/pick-up orders from the walk-up window. As a result, it was estimated that 85% of inbound trips generated by the Project (26) would utilize the drive-through. The average arrival rate at the Project drive-through was therefore assumed to be 30 vehicles per hour in the PM considering a peak hour factor (PHF) of 1.0. The average arrival rate was also determined considering a PHF of 0.95, 0.90, and 0.85.

For purposes of this analysis, the average service rate at the drive-through window was assumed to be 90 seconds per vehicle or 40 vehicles per hour (3600 seconds/hour / 90 seconds = 40 vehicles/hour). Empirical data from the queuing study prepared by Stantec Consulting Services Inc. for a proposed Starbucks in the City of Pomona (referenced in the Chick-Fil-A/Starbucks study) identifies a service rate of 40 seconds per vehicle. In addition, empirical data from the Trip Generation Study of Coffee/Donuts Shops in Western NY identifies a service rate of 30 seconds per vehicle.

The average vehicle queue during the PM peak hour can be estimated using the arrival and service rates as discussed above. Formulas were developed using the Stochastic Queuing Analysis method which defines Traffic Intensity as follows:

$$\rho = \frac{\lambda}{\mu}$$

Where ρ = traffic intensity, λ = mean arrival rate per hour, and λ = mean service rate per hour

The average vehicle queue in the drive-through lane is then calculated as follows:

$E(n) = \rho / 1 - \rho$

The resultant is then multiplied by 20, assuming one vehicle occupies approximately 20 feet. It should be noted that the start of the queue begins from the service window (not the ordering board) and extends backwards in the drive-through lane. Results of the queuing analysis indicate that the maximum queue is approximately 60 feet in length or approximately 3 vehicles assuming 20 feet per vehicle. The proposed site plan indicates that the Project drive-through can accommodate approximately 12 vehicles. As a result, the Project drive-through will not generate queuing that will impact adjacent parking areas and drive aisles. The Project will provide adequate vehicle storage which will accommodate patrons accessing the site and allow vehicles to maneuver throughout the parking lot without obstruction.

Table 3-2
Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	OPENING YEAR WITHOUT PROJECT		OPENING YEAR PLUS PROJECT		OPENING YEAR PLUS PROJECT (Alternative Driveway Layout)	
				DELAY	LOS	DELAY	LOS	DELAY	LOS
1. Houston Avenue / Santa Fe Street / 3rd Avenue	Roundabout	D	AM	10.4	B	10.4	B	10.4	B
			PM	11.6	B	12.6	B	12.5	B
2. Houston Avenue / Project Driveway 1	One-Way Stop	D	AM			--	A	--	A
			PM			13.2	B	13.1	B
3. Santa Fe Street / Project Driveway 2	One-Way Stop	D	AM			--	A	--	A
			PM			10.7	B	10.7	B

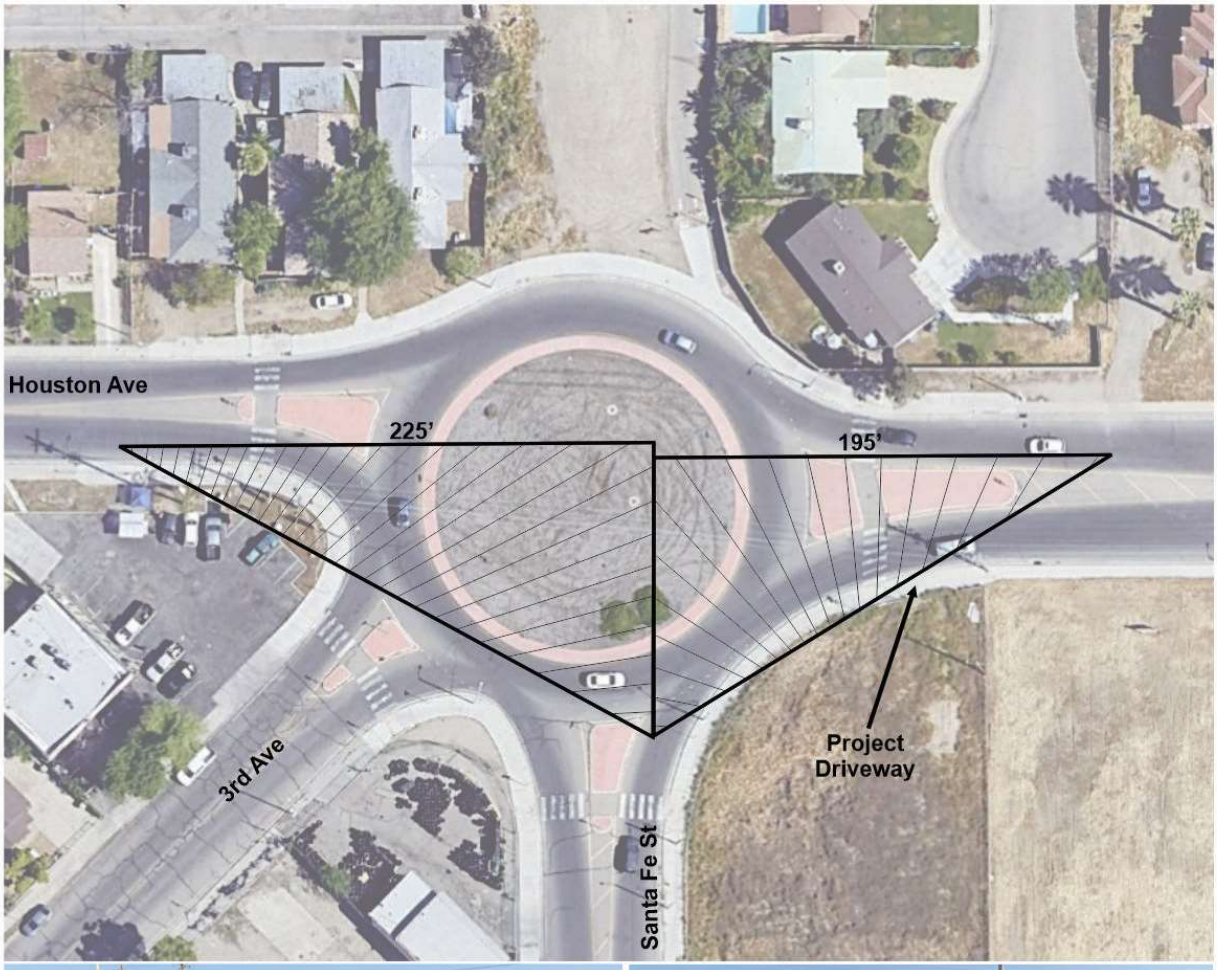
DELAY is measured in seconds
LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded
For roundabout controlled intersections, delay results show the average for the entire intersection. For one-way stop controlled intersections, delay results show the delay for the worst movement.

Table 3-3
Queuing Operations

INTERSECTION	INTERSECTION APPROACH	OPENING YEAR WITHOUT PROJECT		OPENING YEAR PLUS PROJECT		OPENING YEAR PLUS PROJECT (Alternative Driveway Layout)	
		AM Queue	PM Queue	AM Queue	PM Queue	AM Queue	PM Queue
Houston Avenue / Santa Fe Street / 3rd Avenue	NB Through	14	29	14	31	14	33
	EB Through	41	44	41	47	41	48
	WB Through	45	48	45	50	45	52
	NEB Through	5	11	5	11	5	12
Houston Avenue / Project Driveway 1	NB Right			0	10	0	10
Santa Fe Street / Project Driveway 2	WB Approach			0	15	0	15
	SB Left					0	19

Queue is measured in feet

Lady's Chicken and Rice Development — Figure 3-9a
Intersection Sight Distance Requirements







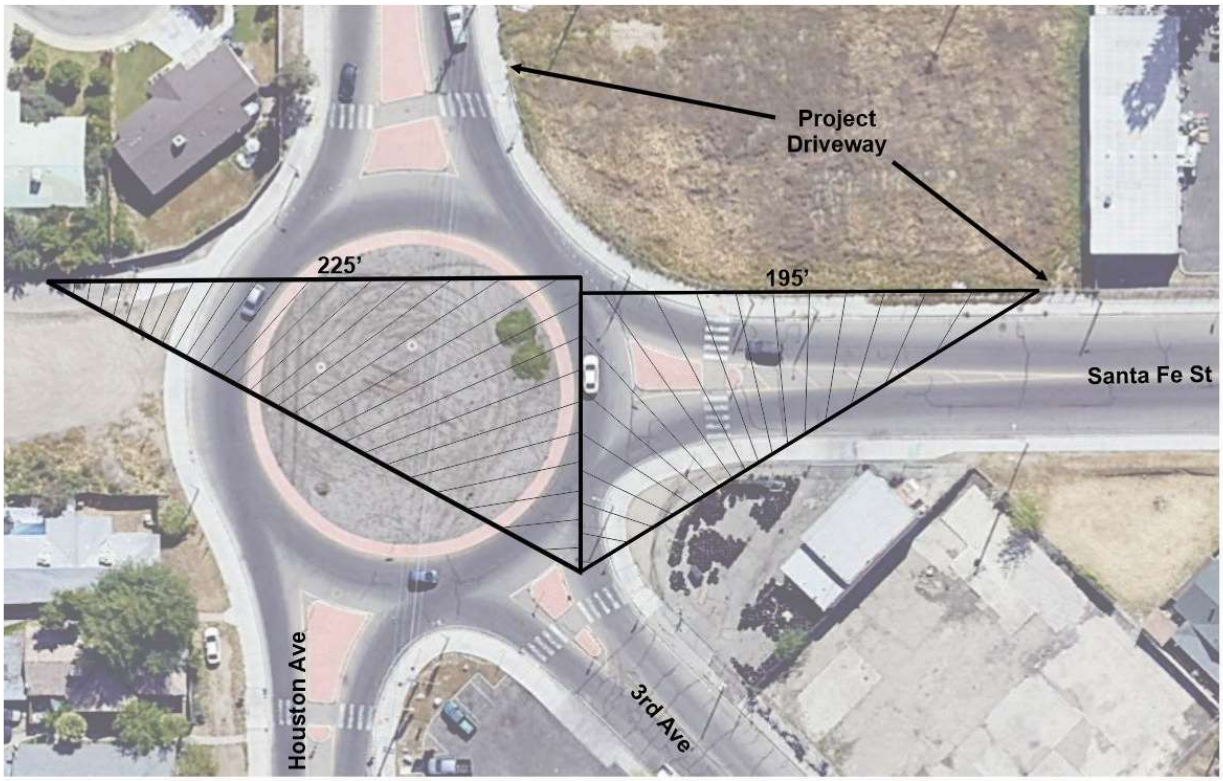
LEGEND

Sight Distance Triangle

VRPA TECHNOLOGIES, INC.

Lady's Chicken and Rice Development
Intersection Sight Distance Requirements

Figure 3-9b





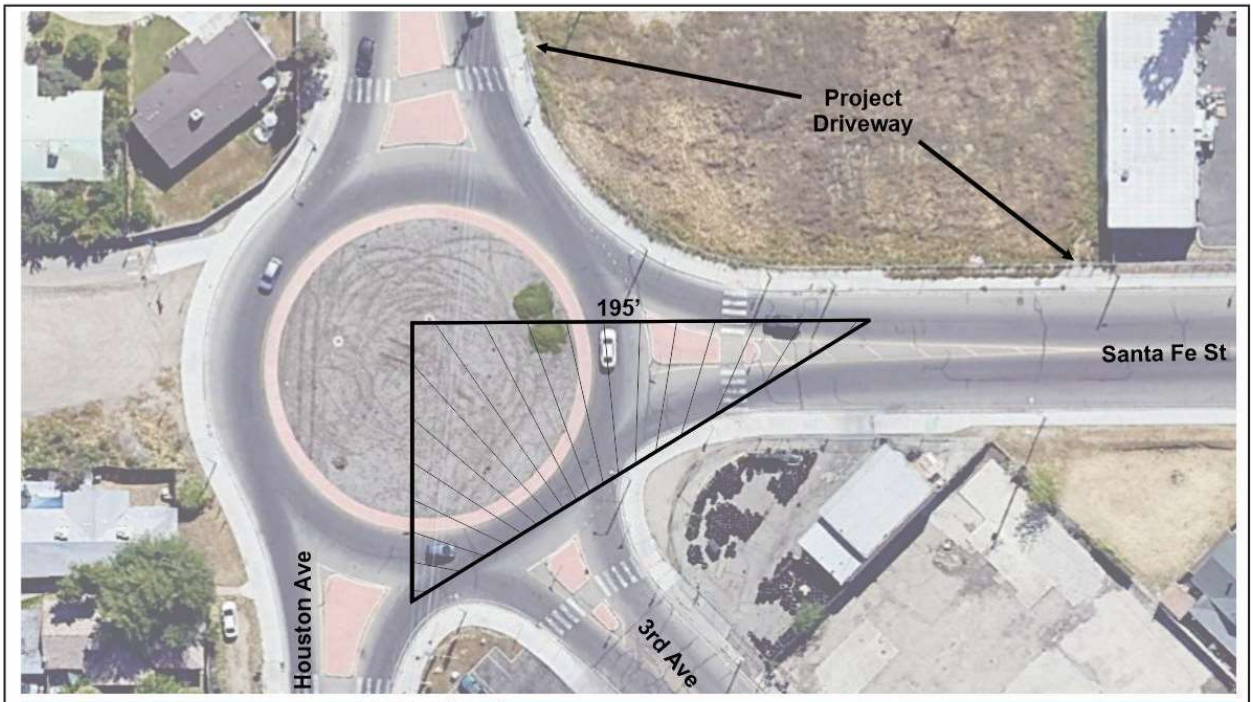


LEGEND

Sight Distance Triangle

VRPA TECHNOLOGIES, INC.

Lady's Chicken and Rice Development — Figure 3-9c
Intersection Sight Distance Requirements





LEGEND

Sight Distance Triangle

VRPA TECHNOLOGIES, INC.

Lady's Chicken and Rice Development — **Figure 3-10**
Stopping Sight Distance

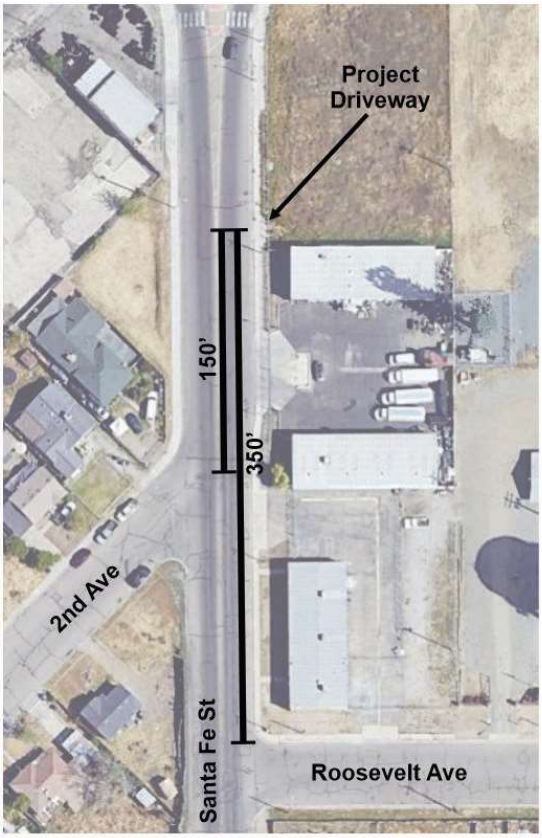








Table 3-4
Peak Hour Queuing at Project Drive-Through

PEAK HOUR FACTOR	PM PEAK HOUR QUEUE
1.00	40 (2 veh.)
0.95	40 (2 veh.)
0.90	40 (2 veh.)
0.85	60 (3 veh.)

Queue is measured in feet

3.9 VMT Analysis

The VMT analysis was conducted according to the City of Visalia's VMT Thresholds and Implementation Guidelines (City of Visalia 2021). The first step in the process is to check whether the project would be screened out of requiring a VMT analysis. In this case, the proposed Lady's Chicken and Rice restaurant is a local-serving retail project which would be screened out of requiring a VMT analysis because local-serving retail projects tend to reduce VMT levels. Therefore, the project has a less than significant VMT impact and no VMT mitigation measures are needed.

DRAFT

Lady's Chicken and Rice Development

Traffic Impact Study - Appendix
January 27, 2023

Prepared by:
VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
Fresno, CA 93722

APPENDIX A

Traffic Count Data Worksheets

National Data & Surveying Services Intersection Turning Movement Count

Location: N Santa Fe St/NE 3rd Ave & E Houston Ave
City: Visalia
Control: 3-Way Yield(NB/EB/WB)

Project ID: 22-100035-001
Date: 9/20/2022

Data - Totals

NS/EW Streets: N Santa Fe St/NE 3rd Ave | N Santa Fe St/NE 3rd Ave | E Houston Ave | E Houston Ave

AM

	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					NORTHBOUND2					
	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	18	0	7	0	0	0	0	0	0	0	39	24	0	3	11	39	0	0	15	0	0	0	6	0	162
7:15 AM	20	0	10	0	0	0	0	0	0	0	49	33	0	0	19	46	0	0	20	0	2	0	11	1	211
7:30 AM	19	0	15	0	0	0	0	0	0	0	65	41	0	1	16	72	0	0	24	0	1	0	5	2	261
7:45 AM	28	0	16	0	0	0	0	0	0	0	74	55	0	2	33	102	0	2	37	0	0	0	19	1	369
8:00 AM	26	0	17	1	0	0	0	0	0	0	92	50	1	5	27	97	0	1	34	0	2	0	16	1	370
8:15 AM	25	0	29	0	0	0	0	0	0	0	72	40	0	5	17	96	0	0	26	0	13	0	15	0	338
8:30 AM	30	0	16	0	1	0	0	0	0	0	40	38	0	0	17	66	0	0	17	0	14	0	10	2	251
8:45 AM	17	0	22	1	0	0	0	0	0	0	54	29	0	6	22	56	0	1	14	0	3	0	14	1	240
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	183	0	132	2	1	0	0	0	0	0	485	310	1	22	162	574	0	4	187	0	35	0	96	8	2202
APPROACH %'s :	57.55%	0.00%	41.51%	0.63%	0.31%					0.00%	59.29%	37.90%	0.12%	2.69%	17.48%	61.92%	0.00%	0.43%	20.17%	0.00%	25.18%	0.00%	69.06%	5.76%	
PEAK HR :	07:30 AM - 08:30 AM																								TOTAL
PEAK HR VOL :	98	0	77	1	0	0	0	0	0	0	303	186	1	13	93	367	0	3	121	0	16	0	55	4	1338
PEAK HR FACTOR :	0.875	0.000	0.664	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.823	0.845	0.250	0.650	0.705	0.900	0.000	0.375	0.818	0.000	0.308	0.000	0.724	0.500	0.904
			0.815									0.850					0.839								

PM

	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND										
	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	50	0	19	0	0	0	0	0	0	0	71	37	0	7	25	94	0	2	25	0	9	0	24	2	365
4:15 PM	29	0	41	0	0	0	0	0	0	0	78	34	0	4	8	99	0	0	23	0	5	0	23	3	347
4:30 PM	50	0	31	0	1	0	0	0	0	0	75	34	0	3	9	106	0	0	12	1	9	0	15	2	348
4:45 PM	41	0	33	0	0	0	0	0	0	0	77	31	0	8	13	100	0	1	17	0	9	0	23	0	353
5:00 PM	49	0	31	0	0	0	0	0	0	0	105	42	0	4	14	108	0	1	15	0	5	0	39	2	415
5:15 PM	48	0	38	0	0	0	0	0	0	0	77	28	0	3	10	106	0	0	15	0	5	0	22	1	353
5:30 PM	31	0	35	1	0	0	0	0	0	0	90	33	0	3	19	83	0	1	19	0	5	0	24	3	347
5:45 PM	30	0	26	0	0	0	0	0	0	0	86	27	1	6	16	98	0	0	27	0	2	0	21	3	343
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	328	0	254	1	1	0	0	0	0	0	659	266	1	38	114	794	0	5	153	1	49	0	191	16	2871
APPROACH %'s :	56.16%	0.00%	43.49%	0.17%	0.17%					0.00%	68.36%	27.59%	0.10%	3.94%	10.69%	74.48%	0.00%	0.47%	14.35%	0.39%	19.07%	0.00%	74.32%	6.23%	
PEAK HR :	04:30 PM - 05:30 PM																								TOTAL
PEAK HR VOL :	188	0	133	0	1	0	0	0	0	0	334	135	0	18	46	420	0	2	59	1	28	0	99	5	1469
PEAK HR FACTOR :	0.940	0.000	0.875	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.795	0.804	0.000	0.563	0.821	0.972	0.000	0.500	0.868	0.250	0.778	0.000	0.635	0.625	0.885
			0.936									0.806					0.955								

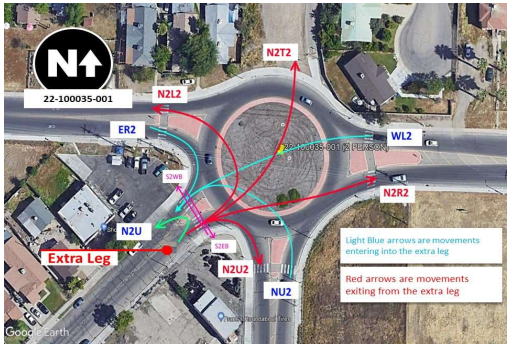
Explanation for extra leg movements

Movements entering the extra leg

WL2	Movements coming from WB on E Houston Ave entering into the Extra Leg (NE 3rd Ave)
NU2	Movements coming from NB on N Santa Fe St entering into the Extra Leg (NE 3rd Ave)
ER2	Movements coming from EB on E Houston Ave entering into the Extra Leg (NE 3rd Ave)

Movements exiting the extra leg

N2T2	Movements exiting from Extra Leg (NE 3rd Ave) entering into N Santa Fe St heading NB
N2R2	Movements exiting from Extra Leg (NE 3rd Ave) entering into E Houston Ave heading EB
N2L2	Movements exiting from Extra Leg (NE 3rd Ave) entering into E Houston Ave heading WB
N2U2	Movements exiting from Extra Leg (NE 3rd Ave) entering into N Santa Fe St heading SB



APPENDIX B

Synchro Worksheets

EXISTING CONDITIONS

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	559	649	196	84
Demand Flow Rate, veh/h	576	668	202	87
Vehicles Circulating, veh/h	248	132	435	576
Vehicles Exiting, veh/h	552	505	228	248
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.1	9.6	6.6	6.1
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	576	668	202	87
Cap Entry Lane, veh/h	1071	1206	885	767
Entry HV Adj Factor	0.970	0.971	0.970	0.966
Flow Entry, veh/h	559	649	196	84
Cap Entry, veh/h	1040	1171	859	740
V/C Ratio	0.538	0.554	0.228	0.113
Control Delay, s/veh	10.1	9.6	6.6	6.1
LOS	B	A	A	A
95th %tile Queue, veh	3	4	1	0

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	547	592	361	150
Demand Flow Rate, veh/h	563	610	371	155
Vehicles Circulating, veh/h	124	252	541	563
Vehicles Exiting, veh/h	738	660	177	124
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.0	10.9	11.0	7.0
Approach LOS	A	B	B	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	563	610	371	155
Cap Entry Lane, veh/h	1216	1067	795	777
Entry HV Adj Factor	0.971	0.970	0.973	0.968
Flow Entry, veh/h	547	592	361	150
Cap Entry, veh/h	1181	1035	773	752
V/C Ratio	0.463	0.572	0.467	0.199
Control Delay, s/veh	8.0	10.9	11.0	7.0
LOS	A	B	B	A
95th %tile Queue, veh	3	4	3	1

OPENING YEAR CONDITIONS

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	626	687	214	85
Demand Flow Rate, veh/h	644	707	221	88
Vehicles Circulating, veh/h	253	149	481	644
Vehicles Exiting, veh/h	603	553	251	253
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.7	10.6	7.3	6.6
Approach LOS	B	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	644	707	221	88
Cap Entry Lane, veh/h	1066	1185	845	715
Entry HV Adj Factor	0.971	0.971	0.968	0.966
Flow Entry, veh/h	626	687	214	85
Cap Entry, veh/h	1035	1151	818	691
V/C Ratio	0.604	0.596	0.262	0.123
Control Delay, s/veh	11.7	10.6	7.3	6.6
LOS	B	B	A	A
95th %tile Queue, veh	4	4	1	0

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	614	665	401	153
Demand Flow Rate, veh/h	633	685	413	158
Vehicles Circulating, veh/h	127	290	591	633
Vehicles Exiting, veh/h	848	714	200	127
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.0	13.9	13.4	7.7
Approach LOS	A	B	B	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	633	685	413	158
Cap Entry Lane, veh/h	1212	1027	755	724
Entry HV Adj Factor	0.971	0.970	0.971	0.968
Flow Entry, veh/h	614	665	401	153
Cap Entry, veh/h	1177	996	733	701
V/C Ratio	0.522	0.667	0.547	0.218
Control Delay, s/veh	9.0	13.9	13.4	7.7
LOS	A	B	B	A
95th %tile Queue, veh	3	5	3	1

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	626	687	214	85
Demand Flow Rate, veh/h	644	707	221	88
Vehicles Circulating, veh/h	253	149	481	644
Vehicles Exiting, veh/h	603	553	251	253
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.7	10.6	7.3	6.6
Approach LOS	B	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	644	707	221	88
Cap Entry Lane, veh/h	1066	1185	845	715
Entry HV Adj Factor	0.971	0.971	0.968	0.966
Flow Entry, veh/h	626	687	214	85
Cap Entry, veh/h	1035	1151	818	691
V/C Ratio	0.604	0.596	0.262	0.123
Control Delay, s/veh	11.7	10.6	7.3	6.6
LOS	B	B	A	A
95th %tile Queue, veh	4	4	1	0

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	627	679	422	153
Demand Flow Rate, veh/h	646	699	435	158
Vehicles Circulating, veh/h	149	312	604	646
Vehicles Exiting, veh/h	862	727	200	149
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	15.2	14.6	7.8
Approach LOS	A	C	B	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	646	699	435	158
Cap Entry Lane, veh/h	1185	1004	745	714
Entry HV Adj Factor	0.971	0.971	0.970	0.968
Flow Entry, veh/h	627	679	422	153
Cap Entry, veh/h	1150	975	723	691
V/C Ratio	0.545	0.696	0.584	0.221
Control Delay, s/veh	9.5	15.2	14.6	7.8
LOS	A	C	B	A
95th %tile Queue, veh	3	6	4	1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	357	7	0	199
Future Vol, veh/h	0	18	357	7	0	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	20	388	8	0	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	392	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-	-
Pot Cap-1 Maneuver	0	655	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	655	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	655	-
HCM Lane V/C Ratio	-	-	0.03	-
HCM Control Delay (s)	-	-	10.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	611	23	0	604	0	12
Future Vol, veh/h	611	23	0	604	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	664	25	0	657	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.327
Pot Cap-1 Maneuver	-	-	0	-	0	451
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	451
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	451	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-
HCM Control Delay (s)	13.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	EB	WB	NB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	627	679	422	153
Demand Flow Rate, veh/h	646	699	435	158
Vehicles Circulating, veh/h	149	312	591	646
Vehicles Exiting, veh/h	862	714	213	149
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	15.2	14.3	7.8
Approach LOS	A	C	B	A

Lane	Left	Left	Left	Left
Designated Moves	TR	LT	LR	LR
Assumed Moves	TR	LT	LR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	646	699	435	158
Cap Entry Lane, veh/h	1185	1004	755	714
Entry HV Adj Factor	0.971	0.971	0.970	0.968
Flow Entry, veh/h	627	679	422	153
Cap Entry, veh/h	1151	975	732	691
V/C Ratio	0.545	0.696	0.576	0.221
Control Delay, s/veh	9.5	15.2	14.3	7.8
LOS	A	C	B	A
95th %tile Queue, veh	3	6	4	1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	357	7	23	199
Future Vol, veh/h	0	18	357	7	23	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	20	388	8	25	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	392	0	0	396	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	0	655	-	-	1157	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	655	-	-	1157	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	655	1157	-
HCM Lane V/C Ratio	-	-	0.03	0.022	-
HCM Control Delay (s)	-	-	10.7	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	611	0	0	604	0	12
Future Vol, veh/h	611	0	0	604	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	664	0	0	657	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	664
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.327
Pot Cap-1 Maneuver	-	0	0	-	0	459
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	459
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	459	-	-
HCM Lane V/C Ratio	0.028	-	-
HCM Control Delay (s)	13.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

APPENDIX C

U.S. Department of Transportation Federal Highway Administration's (FHWA) Roundabouts: An Informational Guide (Section 4 – Operations), dated June 2000

4 Operation

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Chapter 4 Operation

This chapter presents methods for analyzing the operation of an existing or planned roundabout. The methods allow a transportation analyst to assess the operational performance of a facility, given information about the usage of the facility and its geometric design elements. An operational analysis produces two kinds of estimates: (1) the capacity of a facility, i.e., the ability of the facility to accommodate various streams of users, and (2) the level of performance, often measured in terms of one or more measures of effectiveness, such as delay and queues.

The *Highway Capacity Manual* (1) (HCM) defines the *capacity* of a facility as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions." While capacity is a specific measure that can be defined and estimated, *level of service* (LOS) is a qualitative measure that "characterizes operational conditions within a traffic stream and their perception by motorists and passengers." To quantify level of service, the HCM defines specific *measures of effectiveness* for each highway facility type. *Control delay* is the measure of effectiveness that is used to define level of service at intersections, as perceived by users. In addition to control delay, all intersections cause some drivers to also incur *geometric delays* when making turns. A systems analysis of a roadway network may include geometric delay because of the slower vehicle paths required for turning through intersections. An example speed profile is shown in Chapter 6 to demonstrate the speed reduction that results from geometric delay at a roundabout.

Roundabouts produce both control delay and geometric delay.

While an operational analysis can be used to evaluate the performance of an existing roundabout during a base or future year, its more common function in the U.S. may be to evaluate new roundabout designs.

This chapter:

- Describes traffic operations at roundabouts;
- Lists the data required to evaluate the performance of a roundabout;
- Presents a method to estimate the capacity of five of the six basic roundabout configurations presented in this guide;
- Describes the measures of effectiveness used to determine the performance of a roundabout and a method to estimate these measures; and
- Briefly describes the computer software packages available to implement the capacity and performance analysis procedures.

Appendix A provides background information on the various capacity relationships.

4.1 Traffic Operation at Roundabouts

4.1.1 Driver behavior and geometric elements

A roundabout brings together conflicting traffic streams, allows the streams to safely merge and traverse the roundabout, and exit the streams to their desired directions. The geometric elements of the roundabout provide guidance to drivers approaching, entering, and traveling through a roundabout.

Drivers approaching a roundabout must slow to a speed that will allow them to safely interact with other users of the roundabout, and to negotiate the roundabout. The width of the approach roadway, the curvature of the roadway, and the volume of traffic present on the approach govern this speed. As drivers approach the yield line, they must check for conflicting vehicles already on the circulating roadway and determine when it is safe and prudent to enter the circulating stream. The widths of the approach roadway and entry determine the number of vehicle streams that may form side by side at the yield line and govern the rate at which vehicles may enter the circulating roadway. The size of the inscribed circle affects the radius of the driver's path, which in turn determines the speed at which drivers travel on the roundabout. The width of the circulatory roadway determines the number of vehicles that may travel side by side on the roundabout.

Approach speed is governed by:
- **Approach roadway width**
- **Roadway curvature**
- **Approach volume**

The British (2), French (3), and German (4) analytical procedures are based on empirical relationships that directly relate capacity to both traffic characteristics and roundabout geometry. The British empirical relationships reveal that small sublane changes in the geometric parameters produce significant changes in capacity.

For instance, if some approaches are flared or have additional short lanes, these provide considerably more capacity for two reasons. First, wider entries require wider circulatory roadway widths. This provides for more opportunities for the circulatory traffic to bunch together, thus increasing the number of acceptable opportunities to enter, thereby increasing capacity. Second, the typical size of groups of drivers entering into acceptable opportunities in the circulatory traffic is quite small, so short lanes can be very effective in increasing group sizes, because the short lane is frequently able to be filled.

The British (2) use the inscribed circle diameter, the entry width, the approach (road) half width, the entry radius, and the sharpness of the flare to define the performance of a roundabout. The sharpness of the flare, *S*, is a measure of the rate at which the extra width is developed in the entry flare. Large values of *S* correspond to short, severe flares, and small values of *S* correspond to long, gradual flares (5).

Geometric elements that affect entry capacity include:
- **Approach half width**
- **Entry width**
- **Entry angle**
- **Average effective flare length**

The results of the extensive empirical British research indicate that approach half width, entry width, average effective flare length and entry angle have the most significant effect on entry capacity. Roundabouts fit into two general classes: those with a small inscribed circle diameter of less than 50 m (165 ft.) and those with a diameter above 50 m. The British relationships provide a means of including both of these roundabout types. The inscribed circle diameter has a relatively small effect for inscribed diameters of 50 m (165 ft) or less. The entry radius has little effect on capacity provided that it is 20 m (65 ft) or more. The use of perpendicular entries (70

degrees or more) and small entry radii (less than 15 m [50 ft]) will reduce capacity. The presence of the geometric parameters in the British and French models allow designers to manipulate elements of their design to determine both their operational and safety effects. German research has not been able to find the same influence of geometry, although this may be due to the relatively narrow range of geometries in Germany (4).

Perpendicular entries and small entry radii reduce capacity; inscribed circle diameters of 50 m (165 ft) or less have little effect on capacity.

Thus, the geometric elements of a roundabout, together with the volume of traffic desiring to use a roundabout at a given time, may determine the efficiency with which a roundabout operates.

4.1.2 Concept of roundabout capacity

Roundabout capacity defined.

The capacity of each entry to a roundabout is the maximum rate at which vehicles can reasonably be expected to enter the roundabout from an approach during a given time period under prevailing traffic and roadway (geometric) conditions. An operational analysis considers a precise set of geometric conditions and traffic flow rates defined for a 15-minute analysis period for each roundabout entry. While consideration of Average Annual Daily Traffic volumes (AADT) across all approaches is useful for planning purposes as provided in Exhibit 1-13 and Chapter 3, analysis of this shorter time period is critical to assessing the level of performance of the roundabout and its individual components.

Operational analyses consider 15-minute volumes, as opposed to the daily volumes used in planning analyses.

The capacity of the entire roundabout is not considered, as it depends on many terms. However, Exhibit 1-13 provides threshold average daily traffic volumes for the various categories of roundabouts, assuming four legs. Below these thresholds, a four-legged roundabout with roadways intersecting perpendicularly should have adequate capacity (provided the traffic volumes are reasonably balanced and the geometry does not deviate substantially from those shown on the design templates in Exhibits 1-7 through 1-12). The focus in this chapter on the roundabout entry is similar to the operational analysis methods used for other forms of unsignalized intersections and for signalized intersections. In each case, the capacity of the entry or approach is computed as a function of traffic on the other (conflicting) approaches, the interaction of these traffic streams, and the intersection geometry.

The approach capacity is the capacity provided at the yield line.

For a properly designed roundabout, the yield line is the relevant point for capacity analysis. The approach capacity is the capacity provided at the yield line. This is determined by a number of geometric parameters in addition to the entry width. On multilane roundabouts it is important to balance the use of each lane, because otherwise some lanes may be overloaded while others are underused. Poorly designed exits may influence driver behavior and cause lane imbalance and congestion at the opposite leg.

4.2 Data Requirements

Different size vehicles have different capacity impacts; passenger cars are used as the basis for comparison.

The analysis method described in this chapter requires the specification of traffic volumes for each approach to the roundabout, including the flow rate for each directional movement. Volumes are typically expressed in passenger car vehicles per hour (vph), for a specified 15-minute analysis period. To convert other vehicle types to *passenger car equivalents* (pce), use the conversion factors given in Exhibit 4-1

Exhibit 4-1. Conversion factors for passenger car equivalents (pce).

Vehicle Type	Passenger Car Equivalent (pce)
Car	1.0
Single-unit truck or bus	1.5
Truck with trailer	2.0
Bicycle or motorcycle	0.5

Source: (6), (7)

Traffic volume data for an urban roundabout should be collected for each directional movement for at least the morning and evening peak periods, since the various movements, and thus approach and circulating volumes, may peak at different times. At rural roundabouts, the analyst should check the requirements of the agency with the jurisdiction of the site. The reader is referred to the *Manual of Transportation Engineering Studies* (8) for a complete discussion of traffic volume data collection methods. Typically, intersection volume counts are made at the intersection stop bar, with an observer noting the number of cars that pass that point over a specified time period. However, particularly with respect to cases in which demand exceeds capacity (when queues do not dissipate within the analysis period), it is important to note that the stop bar counts reflect only the volume that is served, not the demand volume. In this case, care must be taken to collect data upstream of the end of a queue so that true demand volumes are available for analysis.

Entry flow and circulating flow for each approach are the volumes of interest for roundabout capacity analysis, rather than turning movement volumes.

The relationship between the standard origin-to-destination turning movements at an intersection and the circulating and entry flows at a roundabout is important, yet is often complicated to compute, particularly if an intersection has more than four approaches. For conventional intersctions, traffic flow data are accumulated by directional turning movement, such as for the northbound left turn. For roundabouts, however, the data of interest for each approach are the entry flow and the circulating flow. Entry flow is simply the sum of the through, left, and right turn movements on an approach. Circulating flow is the sum of the vehicles from different movements passing in front of the adjacent uptstream splitter island. At existing roundabouts, these flows can simply be measured in the field. Right turns are included in approach volumes and require capacity, but are not included in the circulating volumes downstream because they exit before the next entrance.

For proposed or planned four-legged roundabouts, Equations 4-1 through 4-4 can be applied to determine conflicting (circulating) flow rates, as shown graphically in Exhibit 4-2.

Determining circulating volumes as a function of turning movement volumes.

$$V_{EB,circ} = V_{WB,LT} + V_{SB,LT} + V_{SB,TH} + V_{NB,U\text{-}turn} + V_{WB,U\text{-}turn} + V_{SB,U\text{-}turn} \quad (4\text{-}1)$$

$$V_{WB,circ} = V_{EB,LT} + V_{NB,LT} + V_{NB,TH} + V_{SB,U\text{-}turn} + V_{EB,U\text{-}turn} + V_{NB,U\text{-}turn} \quad (4\text{-}2)$$

$$V_{NB,circ} = V_{EB,LT} + V_{EB,TH} + V_{SB,LT} + V_{WB,U\text{-}turn} + V_{SB,U\text{-}turn} + V_{EB,U\text{-}turn} \quad (4\text{-}3)$$

$$V_{SB,circ} = V_{WB,LT} + V_{WB,TH} + V_{NB,LT} + V_{EB,U\text{-}turn} + V_{NB,U\text{-}turn} + V_{WB,U\text{-}turn} \quad (4\text{-}4)$$

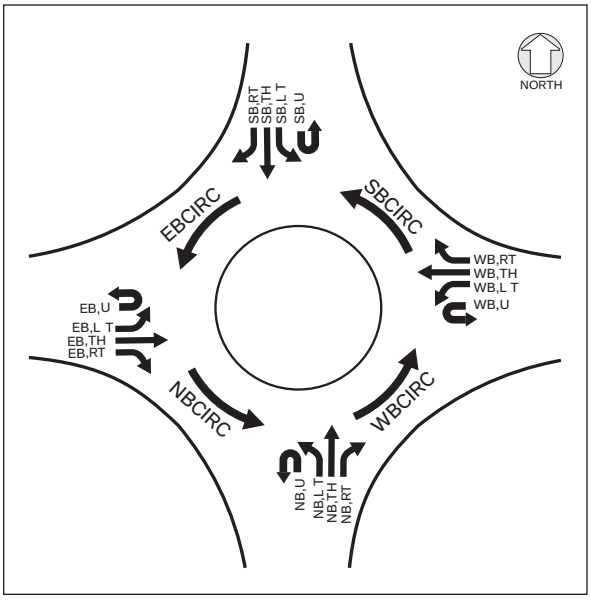


Exhibit 4-2. Traffic flow parameters.

For existing roundabouts, when approach, right-turn, circulating, and exit flows are counted, directional turning movements can be computed as shown in the following example. Equation 4-5 shows the through movement flow rate for the eastbound approach as a function of the entry flow rate for that approach, the exit flow rate for the opposing approach, the right turn flow rate for the subject approach, the right turn flow rate for the approach on the right, and the circulating flow rate for the approach on the right. Other through movement flow rates can be estimated using a similar relationship.

$$V_{EB,TH} = V_{EB,entry} + V_{WB,exit} - V_{EB,RT} - V_{NB,RT} - V_{NB,circ} \quad (4\text{-}5)$$

The left turn flow rate for an approach is a function of the entry flow rate, the through flow rate, and the right turn flow rate for that same approach, as shown in Equation 4-6. Again, other movements' flows are estimated using similar equations.

$$V_{EB,LT} = V_{EB,entry} - V_{EB,TH} - V_{EB,RT} \quad (4\text{-}6)$$

While this method is mathematically correct, it is somewhat sensitive to errors and inconsistencies in the input data. It is important that the counts at all of the locations in the roundabout be made simultaneously. Inconsistencies in the data from counts taken on different days can produce meaningless results, including negative volumes. At a minimum, the sum of the entering and exiting volumes should be checked and adjustments should be made if necessary to ensure that the same amount of traffic enters and leaves the roundabout.

4.3 Capacity

Roundabout approach capacity is dependent on the conflicting circulating flow and the roundabout's geometric elements.

The maximum flow rate that can be accommodated at a roundabout entry depends on two factors: the circulating flow on the roundabout that conflicts with the entry flow, and the geometric elements of the roundabout.

When the circulating flow is low, drivers at the entry are able to enter the roundabout without significant delay. The larger gaps in the circulating flow are more useful to the entering drivers and more than one vehicle may enter each gap. As the circulating flow increases, the size of the gaps in the circulating flow decrease, and the rate at which vehicles can enter also decreases. Note that when computing the capacity of a particular leg, the actual circulating flow to use may be less than demand flows, if the entry capacity of one leg contributing to the circulating flow is less than demand on that leg.

Roundabouts should be designed to operate at no more than 85 percent of their estimated capacity. Beyond this threshold, delays and queues vary significantly from their mean values.

The geometric elements of the roundabout also affect the rate of entry flow. The most important geometric element is the width of the entry and circulatory roadways, or the number of lanes at the entry and on the roundabout. Two entry lanes permit nearly twice the rate of entry flow as does one lane. Wider circulatory roadways allow vehicles to travel alongside, or follow, each other in tighter bunches and so provide longer gaps between bunches of vehicles. The flare length also affects the capacity. The inscribed circle diameter and the entry angle have minor effects on capacity.

As at other forms of unsignalized intersection, when traffic flows on an approach exceed approximately 85 percent of capacity, delays and queue lengths vary significantly about their mean values (with standard deviations of similar magnitude as the means). For this reason, the analysis procedures in some countries (Australia, Germany, and the United Kingdom), and this guide, recommend that roundabouts be designed to operate at no more than 85 percent of their estimated capacity.

As performance data become available for roundabouts designed according to the procedures in this guide in the United States, they will provide a basis for development of operational performance procedures specifically calibrated for U.S. conditions. Therefore, analysts should consult future editions of the *Highway Capacity Manual.*

4.3.1 Single-lane roundabout capacity

Exhibit 4-3 shows the expected capacity for a single-lane roundabout for both the urban compact and urban/rural single-lane designs. The exhibit shows the variation of maximum entry flow as a function of the circulating flow on the roundabout. The calculation of the circulating flow was described previously. The capacity forecast shown in the chart is valid for single-lane roundabouts with inscribed circle diameters of 25 m to 55 m (80 ft to 180 ft). The capacity forecast is based on simplified British regression relationships in Appendix A, which may also be derived with a gap-acceptance model by incorporating limited priority behavior.

Note that in any case, the flow rate downstream of the merge point (between the entry and the next exit) should not be allowed to exceed 1,800 veh/h. Exceeding this threshold may indicate the need for a double-lane entry.

Circulating flow should not exceed 1,800 veh/h at any point in a single-lane roundabout. Exit flows exceeding 1,200 veh/h may indicate the need for a double-lane exit.

The urban compact design is expected to have a reduced capacity, but has significant benefits of reduced vehicle speeds through the roundabout (per the German equations in Appendix A). This increases safety for pedestrians and bicyclists compared with the larger single lane roundabouts. Mini-roundabout capacities may be approximated using the daily maximum service volumes provided for them in Chapter 3, but in any case should not exceed the capacity of the urban compact design.

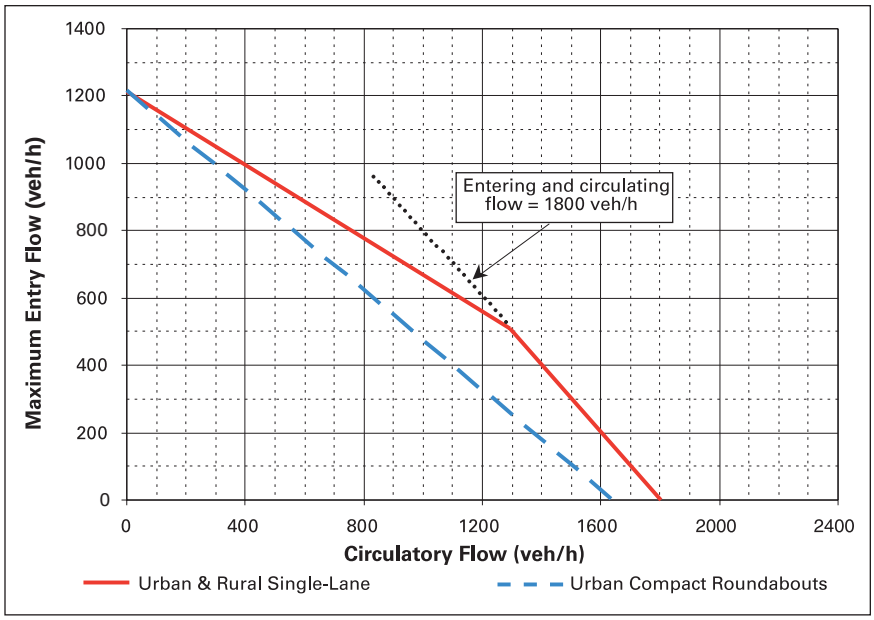


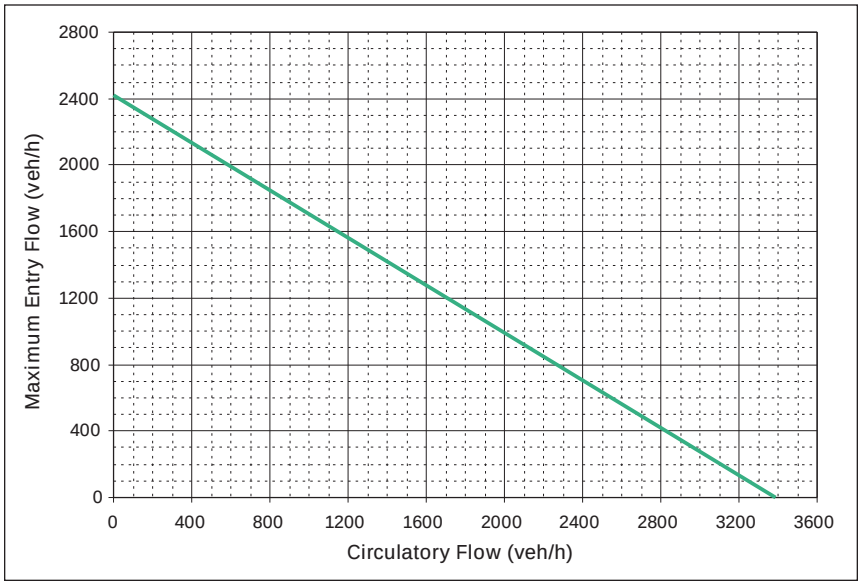
Exhibit 4-3. Approach capacity of a single-lane roundabout.

The slope of the upper line changes because circulating flow downstream from a roundabout entry should not exceed 1,800 veh/h.

4.3.2 Double-lane roundabout capacity

Exhibit 4-4 shows the expected capacity of a double-lane roundabout that is based on the design templates for the urban/rural double-lane roundabouts. The capacity forecast shown in the chart is valid for double-lane roundabouts with inscribed circle diameters of 40 m to 60 m (130 ft to 200 ft). The capacity forecast is based on simplified British regression relationships in Appendix A, which may also be derived with a gap-acceptance model by incorporating limited priority behavior. Larger inscribed diameter roundabouts are expected to have slightly higher capacities at moderate to high circulating flows.

Exhibit 4-4. Approach capacity of a double-lane roundabout.



When flared approaches are used, the circulatory road width must be widened.

4.3.3 Capacity effect of short lanes at flared entries

See Appendix A for further information on the effects of short lanes at flared entries.

By flaring an approach, short lanes may be added at the entry to improve the performance. If an additional short lane is used, it is assumed that the circulatory road width is also increased accordingly. The capacity of the entry is based on the assumption that all entry lanes will be effectively used. The capacity is given by the product of the appropriate factor in Exhibit 4-5 and the capacity of a two-lane roundabout in Exhibit 4-4. Refer to Appendix A for a derivation of these factors (9).

Exhibit 4-5. Capacity reduction factors for short lanes.

Number of vehicle spaces in the short lane, n_f	Factor (applied to double-lane approach capacity)
0 *	0.500
1	0.707
2	0.794
4	0.871
6	0.906
8	0.926
10	0.939

*Used for the case of a single lane entry to a double-lane roundabout.

The use of short lanes can nearly double approach capacity, without requiring a two-lane roadway prior to the roundabout.

4.3.4 Comparison of single-lane and double-lane roundabouts

Exhibit 4-6 shows a comparison of the expected capacity for both the single-lane and double-lane roundabouts. Again, it is evident that the number of lanes, or the size of the entry and circulating roadways, has a significant effect on the entry capacity.

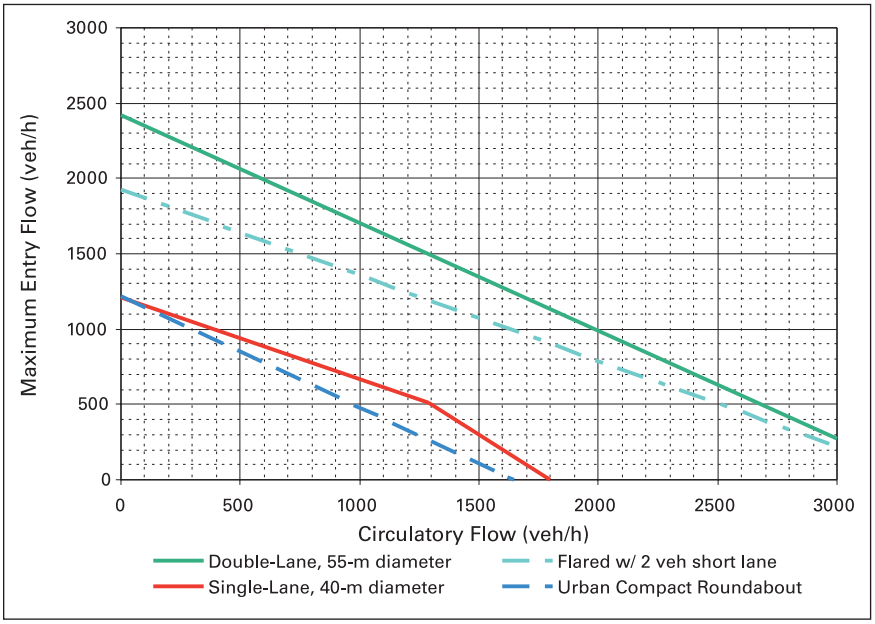


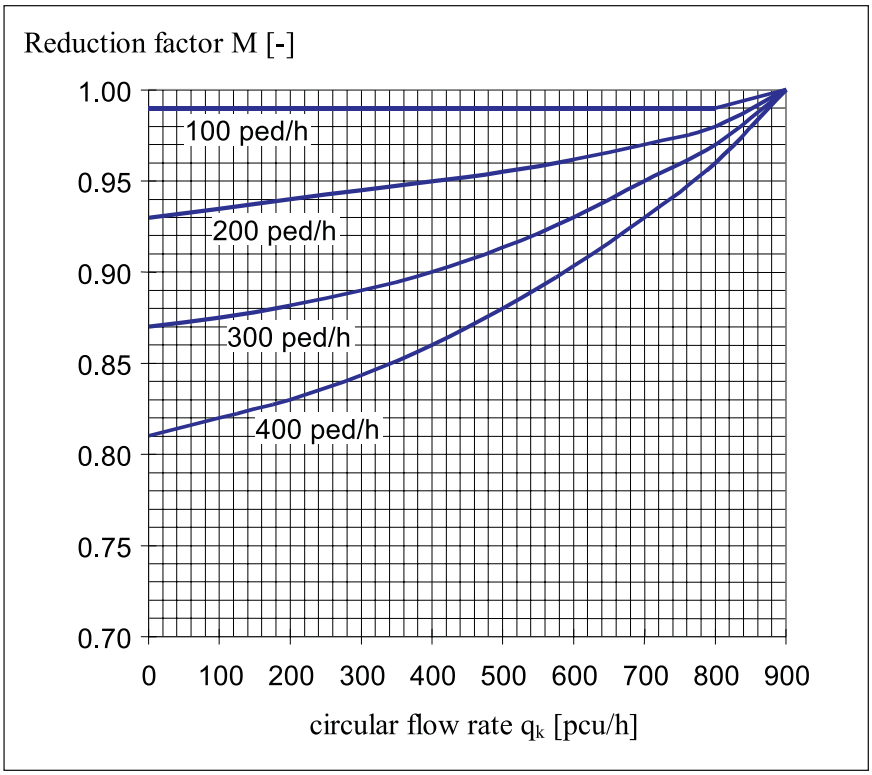
Exhibit 4-6. Capacity comparison of single-lane and double-lane roundabouts.

Source (10)

4.3.5 Pedestrian effects on entry capacity

Pedestrians crossing at a marked crosswalk that gives them priority over entering motor vehicles can have a significant effect on the entry capacity. In such cases, if the pedestrian crossing volume and circulating volume are known, the vehicular capacity should be factored (multiply by *M*) according to the relationship shown in Exhibit 4-7 or Exhibit 4-8 for single-lane and double-lane roundabouts, respectively. Note that the pedestrian impedance decreases as the conflicting vehicle flow increases. The *Highway Capacity Manual* (1) provides additional guidance on the capacity of pedestrian crossings and should be consulted if the capacity of the crosswalk itself is an issue.

Exhibit 4-7. Capacity reduction factor *M* for a single-lane roundabout assuming pedestrian priority.



Source: (10)

The effects of conflicting pedestrians on approach capacity decrease as conflicting vehicular volumes increase, as entering vehicles become more likely to have to stop regardless of whether pedestrians are present.

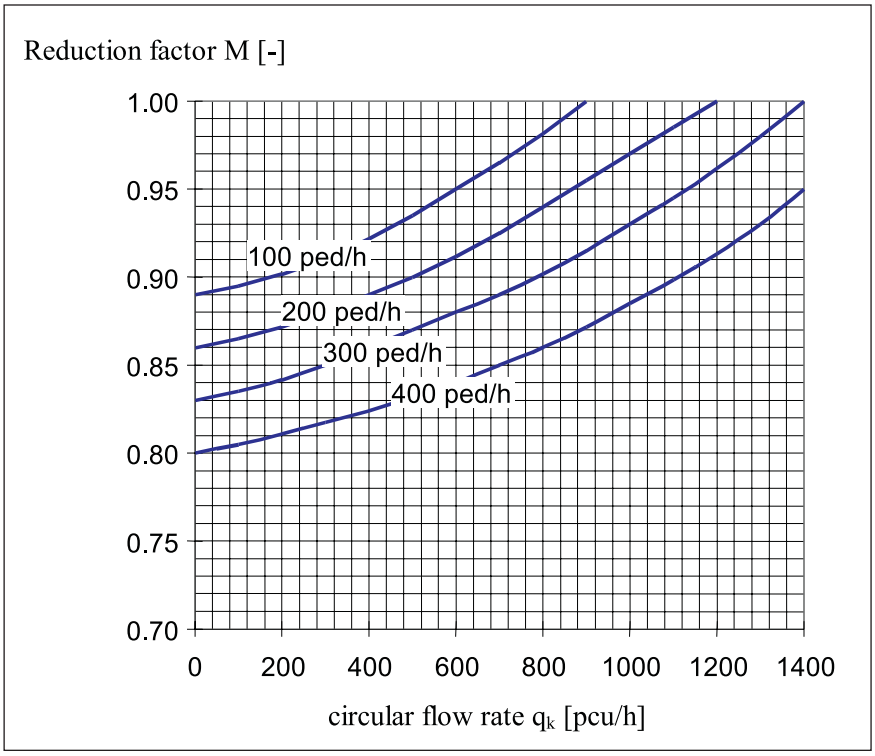


Exhibit 4-8. Capacity reduction factor *M* for a double-lane roundabout assuming pedestrian priority.

Source: (10)

4.3.6 Exit capacity

An exit flow on a single lane of more than 1,400 veh/h, even under good operating conditions for vehicles (i.e., tangential alignment, and no pedestrians and bicyclists) is difficult to achieve. Under normal urban conditions, the exit lane capacity is in the range of 1,200 to 1,300 veh/h. Therefore, exit flows exceeding 1,200 veh/h may indicate the need for a double-lane exit (11).

4.4 Performance Analysis

Three performance measures are typically used to estimate the performance of a given roundabout design: degree of saturation, delay, and queue length. Each measure provides a unique perspective on the quality of service at which a roundabout will perform under a given set of traffic and geometric conditions. Whenever possible, the analyst should estimate as many of these parameters as possible to obtain the broadest possible evaluation of the performance of a given roundabout design. In all cases, a capacity estimate must be obtained for an entry to the roundabout before a specific performance measure can be computed.

Key performance measures for roundabouts:

- **Degree of saturation**
- **Delay**
- **Queue length**

4.4.1 Degree of saturation

Degree of saturation is the ratio of the demand at the roundabout entry to the capacity of the entry. It provides a direct assessment of the sufficiency of a given design. While there are no absolute standards for degree of saturation, the Australian design procedure suggests that the degree of saturation for an entry lane should be less than 0.85 for satisfactory operation. When the degree of saturation exceeds this range, the operation of the roundabout will likely deteriorate rapidly, particularly over short periods of time. Queues may form and delay begins to increase exponentially.

4.4.2 Delay

Delay is a standard parameter used to measure the performance of an intersection. The *Highway Capacity Manual* (1) identifies delay as the primary measure of effectiveness for both signalized and unsignalized intersections, with level of service determined from the delay estimate. Currently, however, the *Highway Capacity Manual* only includes control delay, the delay attributable to the control device. Control delay is the time that a driver spends queuing and then waiting for an acceptable gap in the circulating flow while at the front of the queue. The formula for computing this delay is given in Equation 4-7 (12, based on 13; see also 14). Exhibit 4-9 shows how control delay at an entry varies with entry capacity and circulating flow. Each curve for control delay ends at a volume-to-capacity ratio of 1.0, with the curve projected beyond that point as a dashed line.

$$d = \frac{3600}{c_{m,x}} + 900T \times \left[\frac{v_x}{c_{m,x}} - 1 + \sqrt{\left(\frac{v_x}{c_{m,x}} - 1 \right)^2 + \frac{\left(\frac{3600}{c_{m,x}} \right)\left(\frac{v_x}{c_{m,x}} \right)}{450T}} \right] \quad (4\text{-}7)$$

where:
- d = average control delay, sec/veh;
- v_x = flow rate for movement x, veh/h;
- c_{mx} = capacity of movement x, veh/h; and
- T = analysis time period, h (T = 0.25 for a 15-minute period).

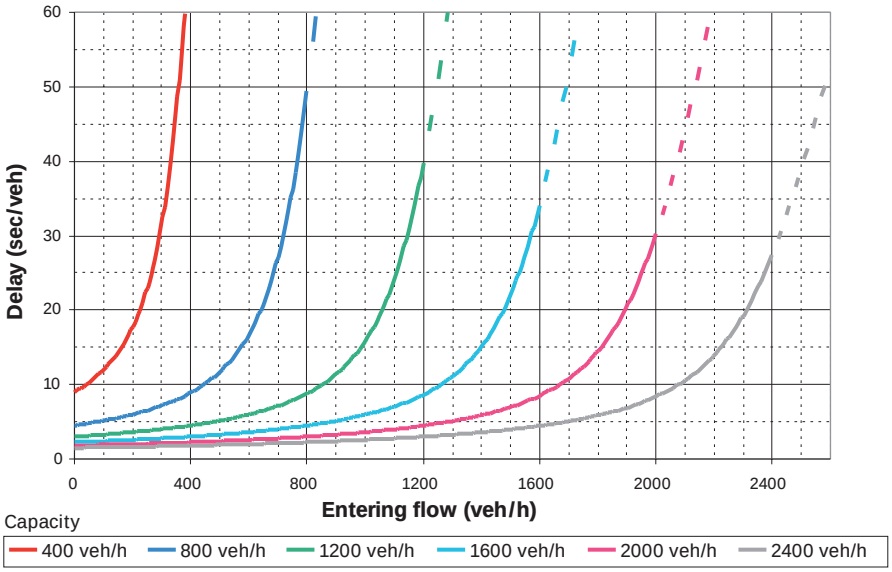


Exhibit 4-9. Control delay as a function of capacity and entering flow.

Note that as volumes approach capacity, control delay increases exponentially, with small changes in volume having large effects on delay. An accurate analysis of delay under conditions near or over saturation requires consideration of the following factors:

- *The effect of residual queues.* Roundabout entries operating near or over capacity can generate significant residual queues that must be accounted for between consecutive time periods. The method presented above does not account for these residual queues. These factors are accounted for in the delay formulae developed by Kimber and Hollis (15); however, these formulae are difficult to use manually.

- *The metering effect of upstream oversaturated entries*. When an upstream entry is operating over capacity, the circulating volume in front of a downstream entry is less than the true demand. As a result, the capacity of the downstream entry is higher than what would be predicted from analyzing actual demand.

For most design applications where target degrees of saturation are no more than 0.85, the procedures presented in this section are sufficient. In cases where it is desired to more accurately estimate performance in conditions near or over capacity, the use of software that accounts for the above factors is recommended.

Geometric delay is the additional time that a single vehicle with no conflicting flows spends slowing down to the negotiation speed, proceeding through the intersection, and accelerating back to normal operating speed. Geometric delay may

be an important consideration in network planning (possibly affecting route travel times and choices) or when comparing operations of alternative intersection types. While geometric delay is often negligible for through movements at a signalized or stop-controlled intersection, it can be more significant for turning movements such as those through a roundabout. Calculation of geometric delay requires an estimate of the proportion of vehicles that must stop at the yield line, as well as knowledge of the roundabout geometry as it affects vehicle speeds during entry, negotiation, and exit. Procedures for calculating the number of stops and geometric delay are given in the Australian design guide (16).

4.4.3 Queue length

Queue length is important when assessing the adequacy of the geometric design of the roundabout approaches.

The average queue length (L vehicles) can be calculated by Little's rule, as shown in Equation 4-8 (17):

$$L = v \cdot d / 3600 \qquad (4\text{-}8)$$

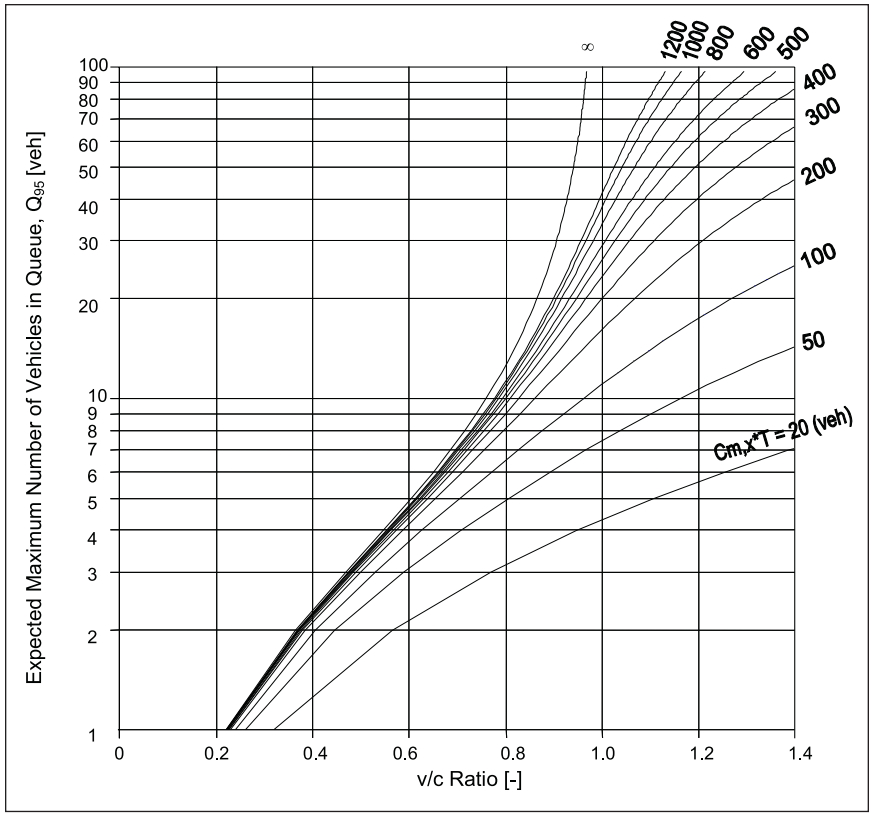
where: v = entry flow, veh/h
d = average delay, seconds/veh

Average queue length is equivalent to the vehicle-hours of delay per hour on an approach. It is useful for comparing roundabout performance with other intersection forms, and other planning procedures that use intersection delay as an input.

For design purposes, Exhibit 4-10 shows how the 95th-percentile queue length varies with the degree of saturation of an approach (18, 19). The x-axis of the graph is the degree of saturation, or the ratio of the entry flow to the entry capacity. Individual lines are shown for the product of T and entry capacity. To determine the 95th-percentile queue length during time T, enter the graph at the computed degree of saturation. Move vertically until the computed curve line is reached. Then move horizontally to the left to determine the 95th-percentile queue length. Alternatively, Equation 4-8 can be used to approximate the 95th-percentile queue. Note that the graph and equation are only valid where the volume-to-capacity ratio immediately before and immediately after the study period is no greater than 0.85 (in other words, the residual queues are negligible).

$$Q_{95} \approx 900T\left[\frac{v_x}{c_{m,x}} - 1 + \sqrt{\left(1 - \frac{v_x}{c_{m,x}}\right)^2 + \frac{\left(\frac{3600}{c_{m,x}}\right)\left(\frac{v_x}{c_{m,x}}\right)}{150T}}\right]\left(\frac{c_{m,x}}{3600}\right) \quad (4\text{-}9)$$

where: Q_{95} = 95th percentile queue, veh,
v_x = flow rate for movement x, veh/h,
$c_{m,x}$ = capacity of movement x, veh/h, and
T = analysis time period, h (0.25 for 15-minute period).



Source: (19)

Exhibit 4-10. 95th-percentile queue length estimation.

4.4.4 Field observations

The analyst may evaluate an existing roundabout to determine its performance and whether changes to its design are needed. Measurements of vehicle delay and queuing can be made using standard traffic engineering techniques. In addition, the analyst can perform a qualitative assessment of the roundabout performance. The following list indicates conditions for which corrective design measures should be taken (20). If the answers to these questions are negative, no corrective actions need be taken.

Points to consider for a qualitative assessment of roundabout performance.

- Do drivers stop unnecessarily at the yield point?
- Do drivers stop unnecessarily within the circulating roadway?
- Do any vehicles pass on the wrong side of the central island?
- Do queues from an external bottleneck back up into the roundabout from an exit road?
- Does the actual number of entry lanes differ from those intended by the design?
- Do smaller vehicles encroach on the truck apron?
- Is there evidence of damage to any of the signs in the roundabout?
- Is there any pedestrian activity on the central island?
- Do pedestrians and cyclists fail to use the roundabout as intended?
- Are there tire marks on any of the curb surfaces to indicate vehicle contact?
- Is there any evidence of minor accidents, such as broken glass, pieces of rim, etc., on the approaches or the circulating roadway?
- Is there any gravel or other debris collected in nontraveled areas that could be a hazard to bicycles or motorcyclists?
- Are the vehicle speeds appropriate?

4.5 Computer Software for Roundabouts

While the analytical procedures of different countries are not very complex, they are repetitive and time consuming, so most of these procedures have been implemented in software. A summary of current (as of 1999) software products and the analytical procedures that they implement is presented in Exhibit 4-11. The reader is also advised to consult the latest version of the U.S. *Highway Capacity Manual.* While the procedures provided in this chapter are recommended for most applications covered by this guide, models such as ARCADY, RODEL, SIDRA, KREISEL, or GIRABASE may be consulted to determine the effects of geometric parameters, particularly for multilane roundabouts outside the realm of this guide, or for fine-tuning designs to improve performance. Note that many of these models represent different underlying data or theories and will thus produce different results. Chapter 8 provides some information on microscopic simulation modeling which may be useful alternatives analysis in systems context.

Exhibit 4-11. Summary of roundabout software products for operational analysis.

Name	Scope	Application and Qualities (1999 versions)
ARCADY	All configurations	British method (50 percent confidence limits). Capacity, delay, and queuing. Includes projected number of crashes per year. Data were collected at extensive field studies and from experiments involving drivers at temporary roundabouts. Empirical relationships were developed from the data and incorporated into ARCADY. This model reflects British driving behavior and British roundabout designs. A prime attribute is that the capacities it predicts have been measured.
RODEL	All configurations including multiple roundabout interactions	British method (user-specified confidence limits). Capacity, delay, and queuing. Includes both an evaluation mode (geometric parameters specified) and a design mode (performance targets specified). Includes a crash prediction model. RODEL uses the British empirical equations. It also assists the user in developing an appropriate roundabout for the traffic conditions.
SIDRA	All configurations and other control types	Australian method, with analytical extensions. Capacity, delay, queue, fuel, and environmental measures. Also evaluates two-way stop-controlled, all-way stop controlled, and signalized intersections. It also gives roundabout capacities from U.S. HCM 1997 and German procedures. SIDRA is based on gap acceptance processes. It uses field data for the gap acceptance parameters to calibrate the model. There has been limited field evaluation of the results although experience has shown that the results fit Australian and U.S. single-lane (21) roundabout conditions satisfactorily. An important attribute is that the user can alter parameters to easily reflect local driving.
HCS-3	Single-lane roundabouts with a limited range of volumes	U.S. HCM 1997 method. Limited to capacity estimation based on entering and circulating volume. Optional gap acceptance parameter values provide both a liberal and conservative estimate of capacity. The data used to calibrate the models were recorded in the U.S. The two curves given reflect the uncertainty from the results. The upper-bound average capacities are anticipated at most roundabouts. The lower bound results reflect the operation that might be expected until roundabouts become more common.
KREISEL	All configurations	Developed in Germany. Offers many user-specified options to implement the full range of procedures found in the literature from U.S. (including this chapter), Europe, Britain, and Australia. KREISEL gives the average capacity from a number of different procedures. It provides a means to compare these procedures.
GIRABASE	All configurations	French method. Capacity, delay, and queuing projections based on regression. Sensitive to geometric parameters. Gives average values.

4.6 References

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APPENDIX D

Collision Data Worksheets

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	01/07/2017 12:57
Location (Intersection)	Houston St & Burke St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418501, -119.2831999

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	C - Raining
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	E - Making Left Turn

Victims: 4

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	51	7 - Possible Injury
2	2 - Passenger	M - Male	37	0 - No Injury
2	2 - Passenger	M - Male	998	0 - No Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	2 - Passenger	M - Male	998	0 - No Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	01/27/2017 10:51
Location (Intersection)	Houston & Liberty
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.34185, -119.28511

Type of Crash	C - Rear End
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	E - Making Left Turn

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	32	7 - Possible Injury
2	2 - Passenger	M - Male	32	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	03/18/2017 19:43
Location (Intersection)	Houston Av & Burke St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418501, -119.2831999

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	E - Making Left Turn

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	10	7 - Possible Injury
1	2 - Passenger	M - Male	7	6 - Suspected Minor Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	05/16/2017 12:48
Location (Intersection)	East Houston Av & Santa Fe
Dist. & Dir. from Intersection	116.00 ft West
State Highway	No
Geocoded Location	36.3417955, -119.2880507

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	C - Ran Off Road

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	56	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	08/11/2017 14:05
Location (Intersection)	Ne 3rd Av & Granite St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.33916, -119.29116

Type of Crash	A - Head-On
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	B - Proceeding Straight

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	M - Male	28	0 - No Injury
1	2 - Passenger	M - Male	20	0 - No Injury
2	1 - Driver	M - Male	37	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	09/22/2017 10:36
Location (Intersection)	E Houston Av & Burke
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418501, -119.2831999

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	Yes	West	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	21	6 - Suspected Minor Injury
2	2 - Passenger	F - Female	42	0 - No Injury

BerkeleySafeTREC

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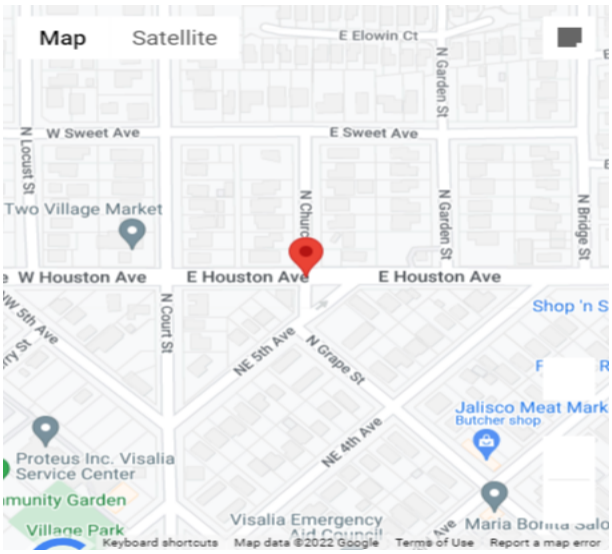
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	09/29/2017 17:08
Location (Intersection)	East Houston Av & North Church St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.34192, -119.2913199

Type of Crash	C - Rear End
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	E - Making Left Turn
3	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	E - Making Left Turn

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
3	1 - Driver	F - Female	76	7 - Possible Injury

BerkeleySafeTREC

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Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	10/23/2017 17:04
Location (Intersection)	N Burke St & E Houston Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418501, -119.2831999

Type of Crash	A - Head-On
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	17 - Other Hazardous Violation
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight
3	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	E - Making Left Turn

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	32	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	01/23/2018 08:17
Location (Intersection)	Burke & Houston
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418503, -119.2832031

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	10 - Pedestrian Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	E - Making Left Turn
2	2 - Pedestrian	N - Pedestrian	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	F - Female	41	7 - Possible Injury

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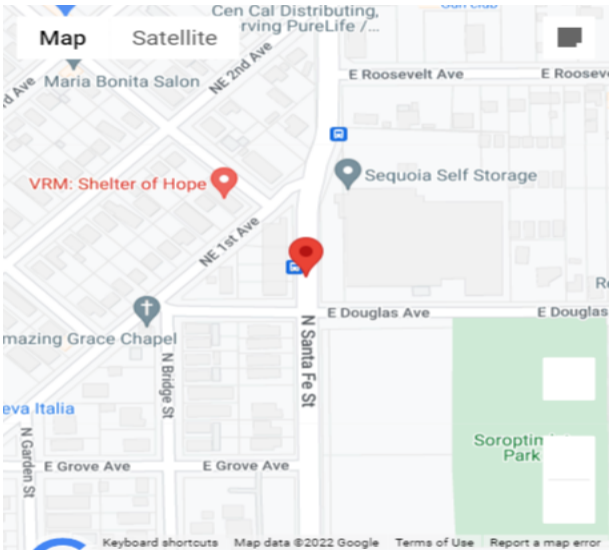
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	03/24/2018 17:53
Location (Intersection)	N Santa Fe St & Douglas Av
Dist. & Dir. from Intersection	103.00 ft North
State Highway	No
Geocoded Location	36.3384132, -119.2879333

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	South	B - Proceeding Straight
2	2 - Pedestrian	N - Pedestrian	No	North	L - Entering Traffic

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	M - Male	29	5 - Suspected Serious Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	04/04/2018 11:25
Location (Intersection)	Ne 2nd Av & E Granite
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3384819, -119.2903366

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	B - Proceeding Straight
3	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	No	West	A - Stopped

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
3	2 - Passenger	M - Male	67	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

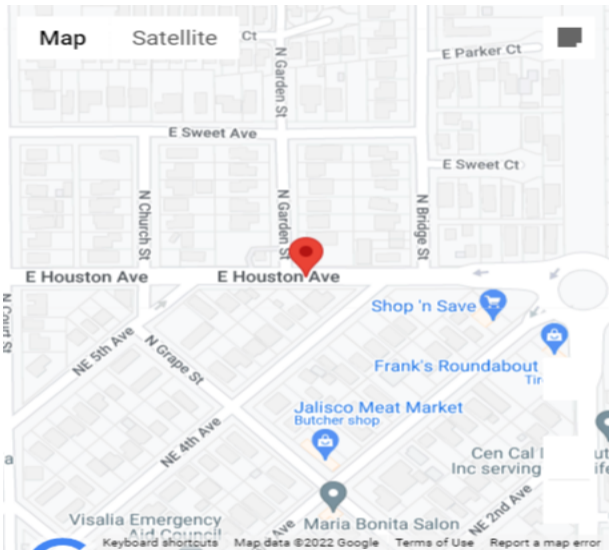
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	05/17/2018 13:52
Location (Intersection)	E Houston Av & N Garden St
Dist. & Dir. from Intersection	52.00 ft East
State Highway	No
Geocoded Location	36.3419189, -119.2900238

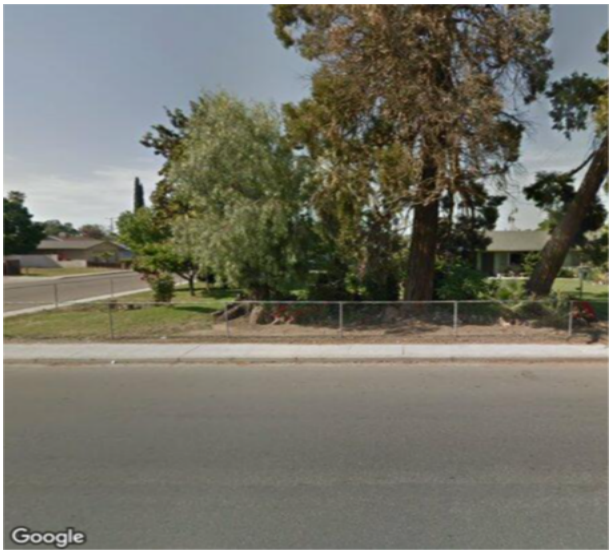
Type of Crash	B - Sideswipe
Motor Vehicle Involved With	G - Bicycle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	05 - Wrong Side of Road
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	West	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	F - Female	49	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	03/25/2018 18:44
Location (Intersection)	N 1st & Grape
Dist. & Dir. from Intersection	151.00 ft South
State Highway	No
Geocoded Location	36.3386879, -119.2885666

Type of Crash	E - Hit Object
Motor Vehicle Involved With	J - Other Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	C - Raining
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	Yes	**Truck Accident**	No

Map View



Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	Yes	West	M - Other Unsafe Turning

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	45	5 - Suspected Serious Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

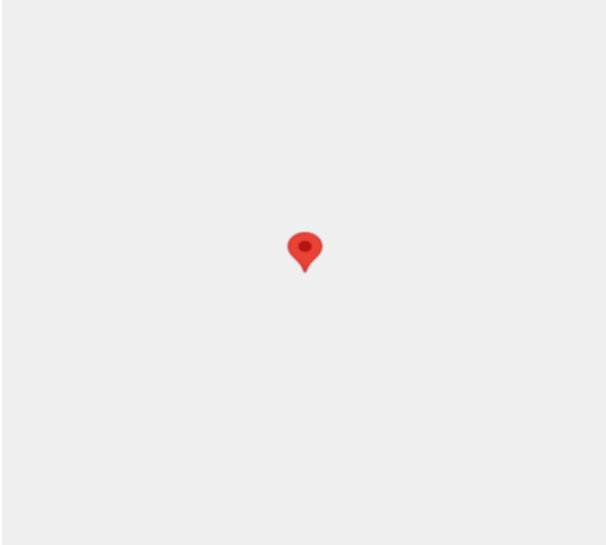
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	06/30/2018 20:19
Location (Intersection)	3rd Av & Grape Av
Dist. & Dir. from Intersection	195.00 ft North
State Highway	No
Geocoded Location	36.3406754, -119.2893066

Type of Crash	C - Rear End
Motor Vehicle Involved With	E - Parked Motor Vehicle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 4

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	-	B - Proceeding Straight
2	3 - Parked Vehicle	A - Passenger Car/Station Wagon	No	North	O - Parked
3	3 - Parked Vehicle	D - Pickup or Panel Truck	No	North	O - Parked
4	3 - Parked Vehicle	A - Passenger Car/Station Wagon	No	North	- - Not Stated

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	22	6 - Suspected Minor Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	12/05/2018 10:49
Location (Intersection)	Houston & Burke
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418503, -119.2832031

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	Yes

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	E - Pickup or Panel Truck with Trailer	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	F - Truck or Truck Tractor	No	West	E - Making Left Turn

Victims: 4

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	61	7 - Possible Injury
1	2 - Passenger	M - Male	53	0 - No Injury
1	2 - Passenger	M - Male	57	0 - No Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	2 - Passenger	M - Male	32	0 - No Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	12/02/2018 12:49
Location (Intersection)	2nd Av & S Granite St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3384819, -119.2903366

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight
3	3 - Parked Vehicle	D - Pickup or Panel Truck	No	South	O - Parked

Victims: 6

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	44	0 - No Injury
1	2 - Passenger	F - Female	2	0 - No Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	M - Male	0	0 - No Injury
2	1 - Driver	F - Female	28	7 - Possible Injury
2	2 - Passenger	F - Female	18	0 - No Injury
2	2 - Passenger	M - Male	2	0 - No Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

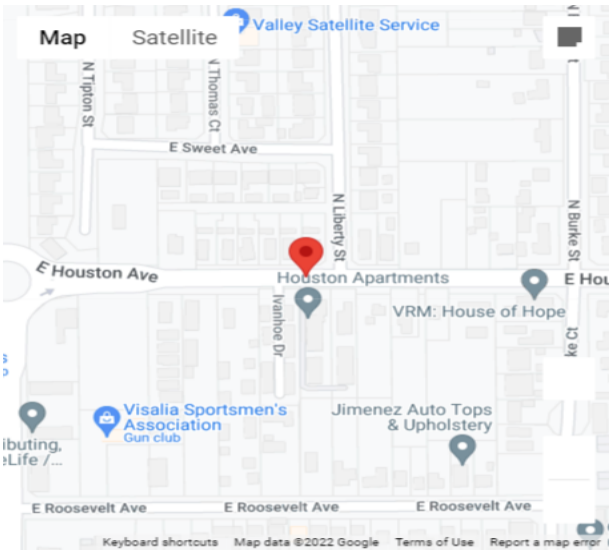
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	01/19/2019 16:11
Location (Intersection)	E Houston Av & N Liberty St
Dist. & Dir. from Intersection	78.00 ft West
State Highway	No
Geocoded Location	36.3418503, -119.2853775

Type of Crash	C - Rear End
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	M - Other Unsafe Turning
3	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	A - Stopped

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	20	6 - Suspected Minor Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	F - Female	73	7 - Possible Injury
3	1 - Driver	F - Female	47	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	12/18/2018 16:48
Location (Intersection)	Ne 3rd Av & Granite St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3391609, -119.2911606

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	09 - Automobile Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	A - Stopped
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	22	7 - Possible Injury
1	2 - Passenger	M - Male	1	0 - No Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

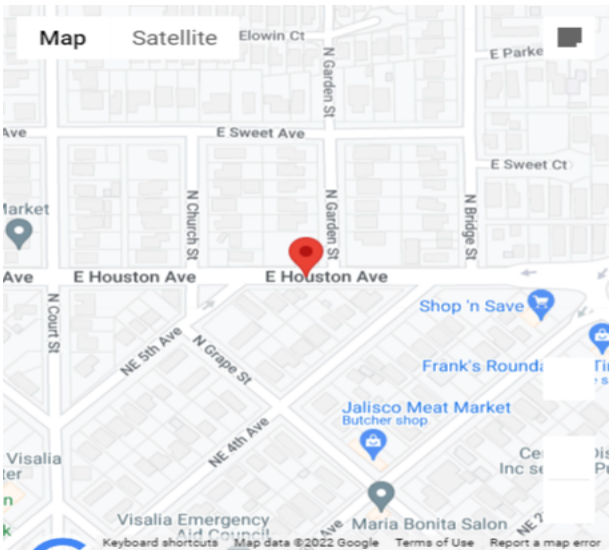
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	02/08/2019 19:15
Location (Intersection)	E Houston Av & Garden St
Dist. & Dir. from Intersection	60.00 ft West
State Highway	No
Geocoded Location	36.3419189, -119.2904053

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	11 - Pedestrian Violation
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	2 - Pedestrian	N - Pedestrian	Yes	South	L - Entering Traffic
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	3 - Pedestrian	M - Male	57	6 - Suspected Minor Injury

BerkeleySafeTREC

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Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	03/16/2019 18:25
Location (Intersection)	E Houston Av & N Burke St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418503, -119.2832031

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight
3	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	-	E - Making Left Turn

Victims: 4

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	52	6 - Suspected Minor Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	2 - Passenger	F - Female	19	0 - No Injury
2	2 - Passenger	M - Male	17	0 - No Injury
2	2 - Passenger	M - Male	6	0 - No Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	02/23/2019 13:32
Location (Intersection)	Granite St & E 2nd St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3384819, -119.2903366

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 4

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	14	7 - Possible Injury
2	2 - Passenger	M - Male	12	0 - No Injury
2	2 - Passenger	F - Female	19	0 - No Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	2 - Passenger	F - Female	1	0 - No Injury

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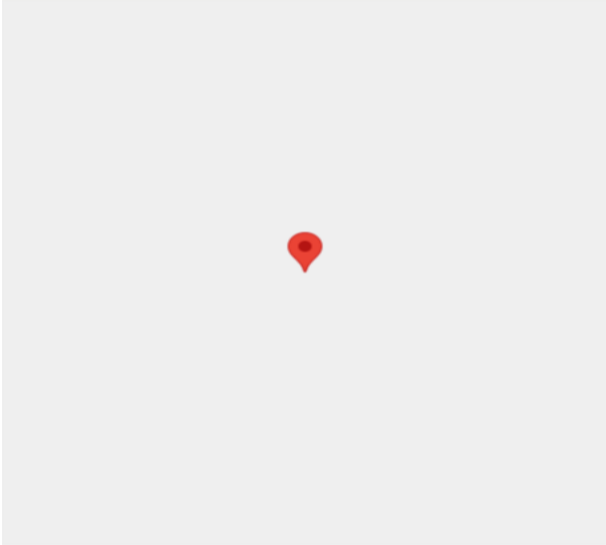
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	04/30/2019 07:03
Location (Intersection)	N Burke St & Douglas Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3381805, -119.2833786

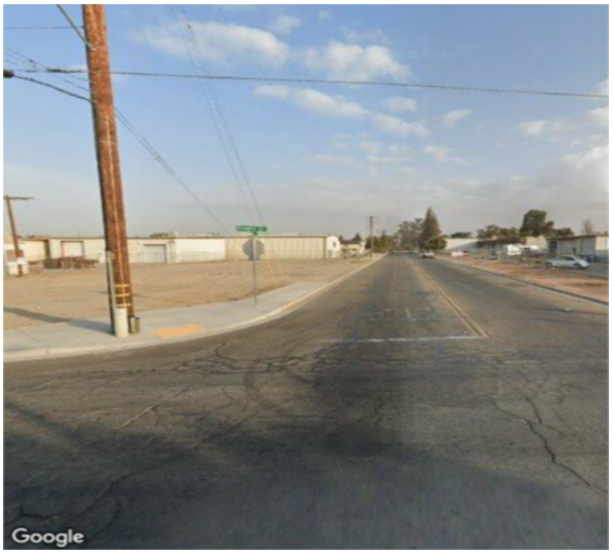
Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	09 - Automobile Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	F - Making U-Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	F - Female	18	7 - Possible Injury

BerkeleySafeTREC

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Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	02/17/2019 19:56
Location (Intersection)	Ne 3rd & Granite
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3391609, -119.2911606

Type of Crash	A - Head-On
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	09 - Automobile Right of Way
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	E - Making Left Turn

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	34	7 - Possible Injury
1	2 - Passenger	F - Female	17	7 - Possible Injury

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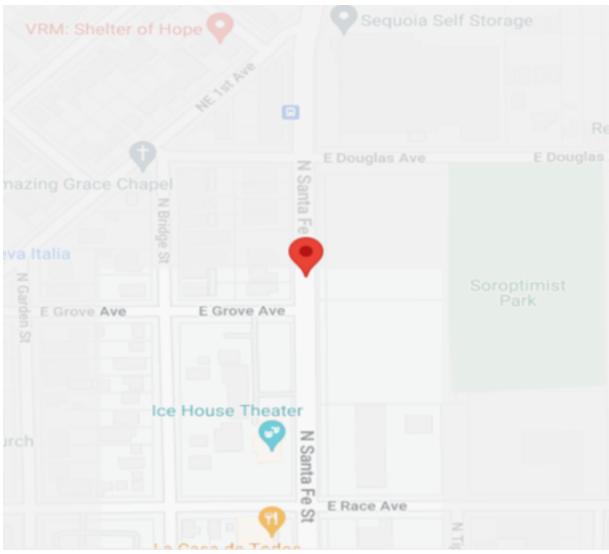
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	06/09/2019 19:59
Location (Intersection)	Santa Fe St & Grove Av
Dist. & Dir. from Intersection	84.00 ft North
State Highway	No
Geocoded Location	36.3371811, -119.2878952

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	11 - Pedestrian Violation
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	2 - Pedestrian	N - Pedestrian	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	3 - Pedestrian	M - Male	15	6 - Suspected Minor Injury

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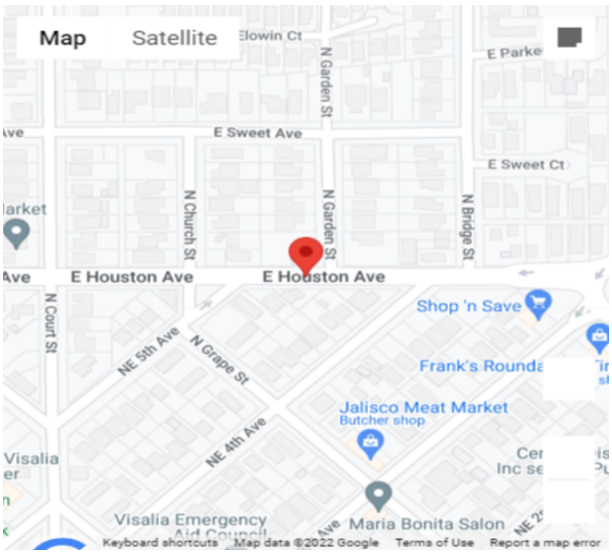
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	01/27/2020 17:44
Location (Intersection)	E Houston & N Garden
Dist. & Dir. from Intersection	57.00 ft West
State Highway	No
Geocoded Location	36.3419189, -119.29039

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	1 - Fatal
PCF Violation Category	11 - Pedestrian Violation
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	2 - Pedestrian	N - Pedestrian	Yes	South	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	No	East	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	3 - Pedestrian	M - Male	77	1 - Killed

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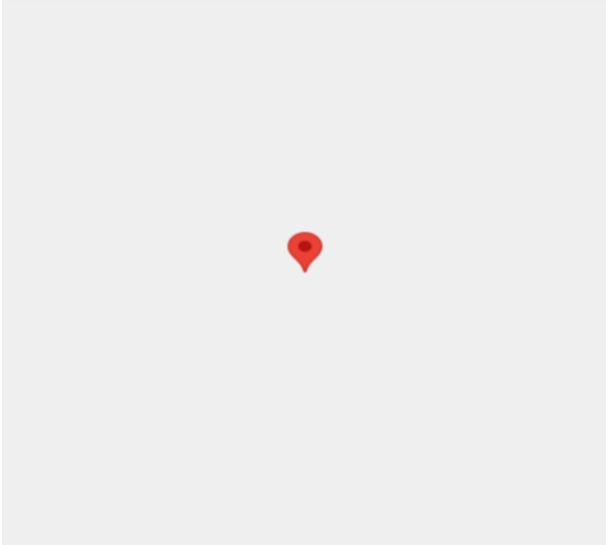
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	11/12/2019 08:16
Location (Intersection)	E Houston Av & Liberty St
Dist. & Dir. from Intersection	411.00 ft West
State Highway	No
Geocoded Location	36.3418427, -119.2865067

Type of Crash	C - Rear End
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	A - Stopped
3	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	A - Stopped

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	27	7 - Possible Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
3	2 - Passenger	F - Female	32	0 - No Injury

BerkeleySafeTREC

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Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	01/11/2020 12:17
Location (Intersection)	Ne 4th Av & Grape St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.340889, -119.2906113

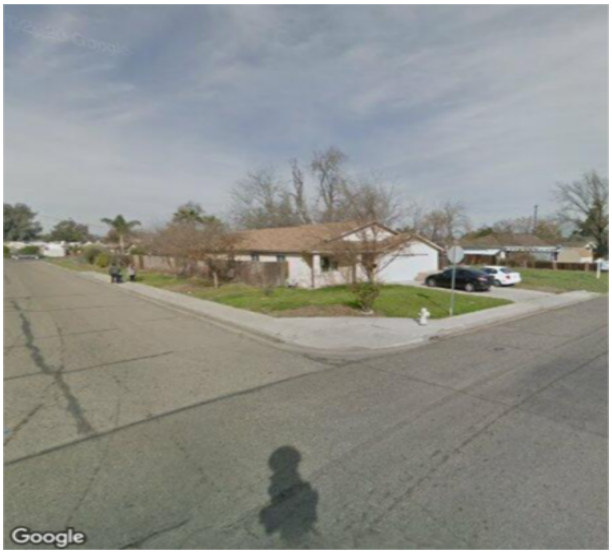
Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	15	0 - No Injury
1	2 - Passenger	F - Female	9	0 - No Injury
2	1 - Driver	M - Male	45	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	02/29/2020 01:12
Location (Intersection)	Grove & Santa Fe St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3369484, -119.2878876

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	C - Ran Off Road

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	22	7 - Possible Injury

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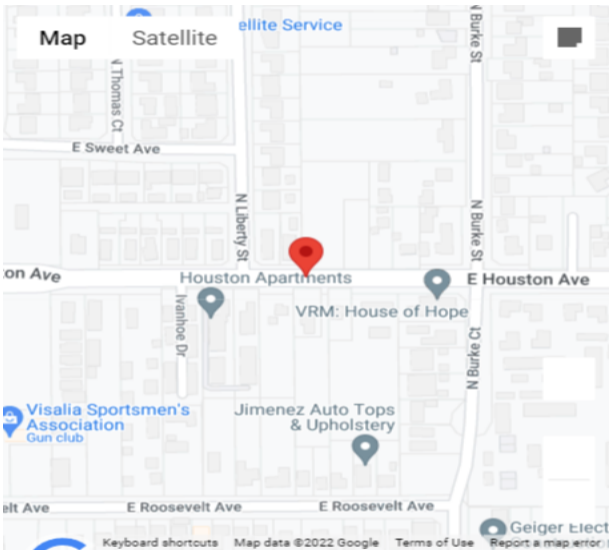
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	06/07/2020 17:53
Location (Intersection)	E Houston Av & Liberty St
Dist. & Dir. from Intersection	150.00 ft East
State Highway	No
Geocoded Location	36.3418503, -119.2845993

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	G - Bicycle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	05 - Wrong Side of Road
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	Yes	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	South	L - Entering Traffic
2	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	No	West	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	12	6 - Suspected Minor Injury

BerkeleySafeTREC

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Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	05/23/2020 14:06
Location (Intersection)	Houston & Liberty
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418503, -119.2851105

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	09 - Automobile Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	24	7 - Possible Injury
2	1 - Driver	F - Female	43	6 - Suspected Minor Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	10/12/2020 19:33
Location (Intersection)	Granite St & Ne 2nd Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3384819, -119.2903366

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	09 - Automobile Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	17	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

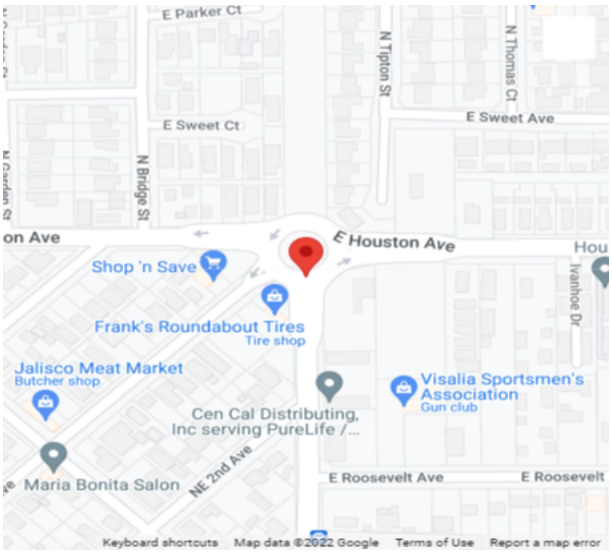
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	12/03/2020 00:49
Location (Intersection)	Houston & Santa Fe
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.34161, -119.2877731

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	L - Entering Traffic

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	21	6 - Suspected Minor Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	04/29/2021 15:23
Location (Intersection)	E Houston Av & N Burke St
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3418503, -119.2832031

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	Yes	West	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	F - Female	21	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

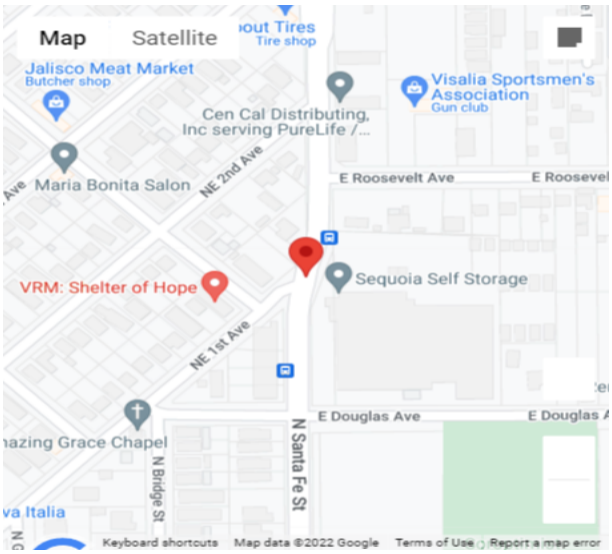
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	03/30/2021 10:09
Location (Intersection)	Santa Fe St & Ne 1st Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	36.3392296, -119.2878571

Type of Crash	D - Broadside
Motor Vehicle Involved With	G - Bicycle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	08 - Improper Turning
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	East	M - Other Unsafe Turning
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	29	5 - Suspected Serious Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	09/05/2021 16:52
Location (Intersection)	Burke St & Houston Av
Dist. & Dir. from Intersection	270.00 ft South
State Highway	No
Geocoded Location	36.3418503, -119.2832031

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	10 - Pedestrian Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	2 - Pedestrian	N - Pedestrian	No	-	- - Not Stated

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	M - Male	39	7 - Possible Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	07/17/2021 14:53
Location (Intersection)	E Grove Av & N Bridge St
Dist. & Dir. from Intersection	120.00 ft East
State Highway	No
Geocoded Location	36.3369217, -119.2886047

Type of Crash	A - Head-On
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	2 - Injury (Severe)
PCF Violation Category	00 - Unknown
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	West	B - Proceeding Straight
2	2 - Pedestrian	N - Pedestrian	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	M - Male	52	5 - Suspected Serious Injury

BerkeleySafeTREC

<a class="navbar-brand hidden-xs" href="/">Transportation

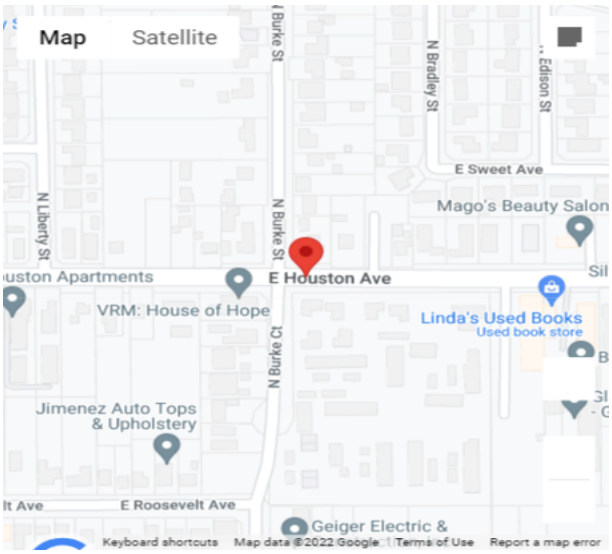
Crash Information

County	Tulare
City	Visalia
Date & Time (M/D/Y)	11/26/2021 19:38
Location (Intersection)	E Houston Av & N Burke St
Dist. & Dir. from Intersection	60.00 ft East
State Highway	No
Geocoded Location	36.3418465, -119.2829971

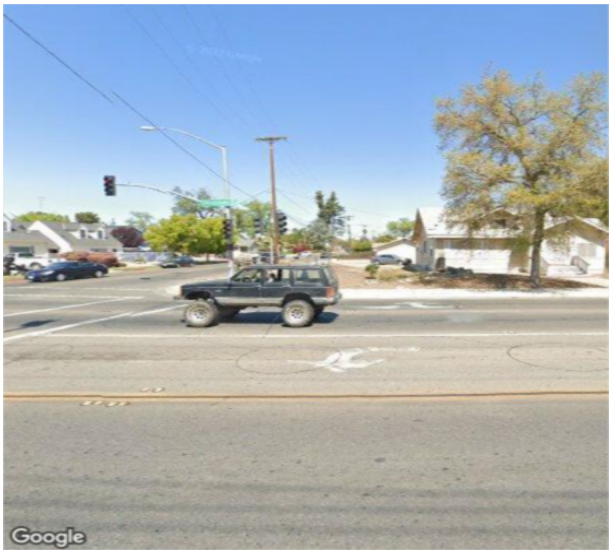
Type of Crash	C - Rear End
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	A - Stopped

Victims: 4

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	24	5 - Suspected Serious Injury
2	2 - Passenger	M - Male	13	0 - No Injury
2	2 - Passenger	F - Female	12	0 - No Injury

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	2 - Passenger	F - Female	7	0 - No Injury

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

March 30, 2023

Site Plan Review No. 2023-124

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination that your project may proceed with filing the necessary entitlement applications to the Planning Department.

This is your Site Plan Review Permit; your Site Plan Review became effective **March 15, 2023**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Community Development Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Planning Division

Tel: (559) 713-4359; Fax: (559) 713-4814

MEETING DATE	March 15, 2023
SITE PLAN NO.	2023-124 - B
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 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☒ PLANNING COMMISSION ☐ PARK/RECREATION

☒ CUP

☐ HISTORIC PRESERVATION ☐ OTHER – Lot Line Adjustment

☐ **ADDITIONAL COMMNTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division, 559-713-4443
Date: March 15, 2023

SITE PLAN NO:	2022-124 – B
PROJECT:	Lady's Chicken and Rice
DESCRIPTION:	NEW 1,597 SF DRIVE-THRU AND WALK-UP RESTAURANT WITH NEW PARKING LOT/LAYOUT (C-MU)
APPLICANT:	BOUNLEUK AND JIMMY THONGSENG
PROP. OWNER:	THONGSENG JIMMY & BOUNLEUK Y
LOCATION TITLE:	SE CORNER OF E. HOUSTON AND N. SANTA FE STREET
APN TITLE:	094-130-049
GENERAL PLAN:	Commercial Mixed Use
ZONING:	C-MU (MIXED USE COMMERCIAL)

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Conditional Use Permit
- Queuing Analysis
- Building Permit

PROJECT SPECIFIC INFORMATION: March 15, 2023

1. A Conditional Use Permit shall be required.
2. An Operational Statement shall be requiredA Floor Plan shall be required.
3. Building Elevations shall be required.
4. A Site Plan shall be required.
5. A Landscape Plan shall be required. The Landscape Plan shall verify that a minimum 6% of the parking lot is landscaped.
6. A Photometric Plan shall be required. The Photometric Plan shall verify that onsite lighting does not exceed 0.5 lumens at property line.
7. A Queuing Analysis/Traffic Action Plan shall be required.
8. The front yard building/landscape setback shall be 15 feet from the property line.
9. Comply with the requirements of the Solid Waste Division.
10. A Building Permit shall be required.
11. All signage shall be submitted through a separate Building Permit submittal.

PROJECT SPECIFIC INFORMATION: July 27, 2022

1. CUP required for not meeting performance standards (250-ft separation from residences).
2. A 15 ft. landscape setback shall be provided along the northern property boundary.
3. Provide a queuing analysis demonstrating the use will not have vehicles queuing offsite.
4. A landscape and irrigation plan shall be provided with the CUP submittal.
5. A Lighting/Photometric Plan shall be provided with the Building Permit submittal.
6. All signage shall require a separate Building Permit submittal.
7. Comply with other reviewer's requirements.

Notes:

1. **The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required to conduct the proposed use.**

2. **Prior to completion of a final building inspection for a project, a signed MWELO Certificate of Compliance shall be submitted indicating that all landscaping has been installed to MWELO standards.**

Applicable sections of the Visalia Municipal Code, Title 17 (Zoning):

17.19 Mixed Use Zones

17.30 Development Standards

17.32.080 Maintenance of landscaped areas

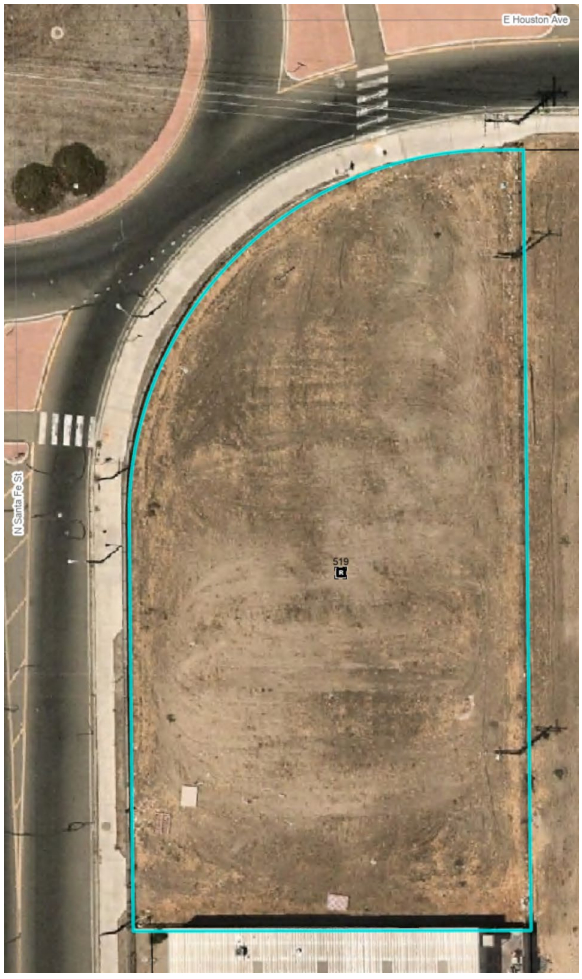
17.32.162 Drive-thru lanes performance standards

17.34 Off-street parking and loading facilities

17.36 Fences Walls and Hedges

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. 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.

Signature: _____



BUILDING/DEVELOPMENT PLAN REQUIREMENTS
ENGINEERING DIVISION

☐	**Adrian Rubalcaba**	**713-4271**
☐		**713-**
☒	**Luqman Ragabi**	**713-4362**

ITEM NO: 2 DATE: MARCH 15, 2023

SITE PLAN NO.:	**22-124 RESUBMITTAL**
PROJECT TITLE:	**LADY'S CHICKEN AND RICE**
DESCRIPTION:	**NEW 1597 SF DRIVE-THRU AND WALK-UP RESTAURANT WITH NEW PARKING LOT LAYOUT (CMU)**
APPLICANT:	**BOUNLEUK AND JIMMY THONGSENG**
PROP OWNER:	**THONGSENG JIMMY & BOUNLEUK Y**
LOCATION:	**SE CORNER OF HOUSTON AND SANTA FE**
APN:	**094-130-049**

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (indicated by checked boxes)

☐ Install curb return with ramp, with radius;

☒ Install curb; ☒ gutter ***REPLACE IN-KIND W/ DEMO WORK. INSTALL ONSITE AS NECESSARY***

☒ Drive approach size: ***34' MIN*** ☒ Use radius return; ***REFER TO COMMERCIAL STDS C-24***

☐ 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; ***ADDL EASEMENTS MAY BE REQUIRED, SEE COMMENTS***

☒ City Encroachment Permit Required. ***FOR ALL WORK IN THE PUBLIC RIGHT-OF-WAY***
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 Encroachment Tech. at 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 = 0.20%, 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 Valley Oak trees with drip lines and adjacent grade elevations. ☐ Protect Valley Oak trees during construction in accordance with City requirements.
☐A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley 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. ***EXISTING ALONG STREET FRONTAGE TO BE REMOVED***
☐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. ***Drive approach shown to be modified on Santa Fe. Refer to City std C-24 and construct accordingly. Maintain sidewalk path within City right-of-way or provide easements for sidewalk that encroaches onto private property.***
2. ***Remove/demo existing drive approach on Santa Fe.***
3. ***Proposed new drive-thru restaurant will incur impact fees. Credit will apply for previous demo of existing buildings. Proposed outdoor seating area with open canopy will not require additional fees. Refer to page 3 for summary.***
4. ***Project to connect to sewer. There is an existing SS main Houston. City may have installed a lateral to serve this parcel with the roundabout project. Further coordinate with City Engineer for location.***
5. ***All required water/fire backflow apparatus shall be installed on private property; not within public right-of-way.***
6. ***Parking shall meet City standards. Layout appears to comply.***
7. ***All landscape and irrigation shall comply with MWELO standards. Landscape plans shall be submitted with building permits.***
8. ***Note this project is in an "AE" flood zone. Proposed project will trigger compliance to current floodplain regulations and City requirements. Additionally, due to the final finished floor grade that may be elevated due to construction within the flood plain, ensure compliance with accessible path of travel slope grades.***
9. ***Refer to Traffic Safety Dept. comments and requirements regarding access restrictions and additional analysis. It is possible the existing approach onto Houston may need to be removed.***
10. ***Existing overhead utilities located in the public right-of-way will need to be removed and undergrounded as part of project.***
11. ***A building permit is required, standard plan check and inspection fees will apply.***

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **22-124 RESUBMITTAL**
Date: **03/15/2023**

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:**08/20 /2022**)
(Project type for fee rates:**RETAIL/FAST FOOD**)

☒ Existing uses may qualify for credits on Development Impact Fees. **1 SFD + LOW DENSITY**

FEE ITEM	FEE RATE
☒ Groundwater Overdraft Mitigation Fee	**$1,555/AC X 0.87**
☒ Transportation Impact Fee	**$17,518/1KSF X 1.6 - ($7,097CR)**
☒ Trunk Line Capacity Fee	**$5,450/EACH - ($952CR)** **TREATMENT PLANT FEE:** **$23,898/EACH - ($945CR)**
☐ Sewer Front Foot Fee	
☒ Storm Drain Acq/Dev Fee	**$7,814/AC - ($4,200/AC) X 0.87**
☐ Park Acq/Dev Fee	
☐ Northeast Specific Plan Fees	
☒ Waterways Acquisition Fee	**$5,739/AC - ($3,086/AC) X 0.87**
☒ Public Safety Impact Fee: Police	**$10,419/AC - ($2,085/AC) X 0.87**
☒ Public Safety Impact Fee: Fire	**$2,279/AC X 0.87**
☒ Public Facility Impact Fee	**$667/1KSF X 1.6 - ($691CR)**
☐ 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.

Luqman Ragabi

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 15, 2023

ITEM NO: 2 **Resubmit**
SITE PLAN NO: SPR22124
PROJECT TITLE: Lady's Chicken and Rice
DESCRIPTION: New 1597 sf Drive-thru and Walk-up Restaurant with New Parking Lot/Layout. (C-MU)
APPLICANT: Bounleuk and Jimmy Thongseng
OWNER: THONGSENG JIMMY & BOUNLEUK Y
APN: 094130049
LOCATION: Corner of E. Houston Ave & N. Santa Fe St

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☒ See Previous Site Plan Comments

☐ Install Street Light(s) per City Standards at time of development.

☐ Install Street Name Blades at Locations at time of development.

☐ Install Stop Signs at ***local road intersection with collector/arterial*** Locations.

☒ Construct parking per City Standards PK-1 through PK-4 at time of development.

☒ Construct drive approach per City Standards at time of development.

☐ Traffic Impact Analysis required (CUP)

☒ Provide more traffic information such as (see comments below). Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

☐ Trip Generation - Provide documentation as to concurrence with General Plan.

☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.

☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- Applicant to ensure no spillover of drive thru queue onto public right-of-way. In case of spillover, applicant required to mitigate and provide plan of action.
- Noted applicant provided trip generation - A Category 1 analysis was performed.

Leslie Blair

22-124R

- Applicant provided traffic analysis for left turns in on Santa Fe to support their request - Driveway access into Santa Fe driveway will be restricted to right in/out and left in only. No left turns out will be permitted.
- Applicant provided right turn out sight visibility analysis for proposed driveway on Houston. Applicant provided sight visibility triangle for right turn only exiting in accordance with AASHTO standards. Geometric design of driveway required to force right out turns only.
- Applicant analyzed driveways and functionality of roundabout.
- Traffic questions, contact 559-713-4633.

Leslie Blair

Leslie Blair

SPR 22-124
LADY'S CHICKEN AND RICE
094-130-049

City of Visalia

Building: Site Plan Review Comments

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.

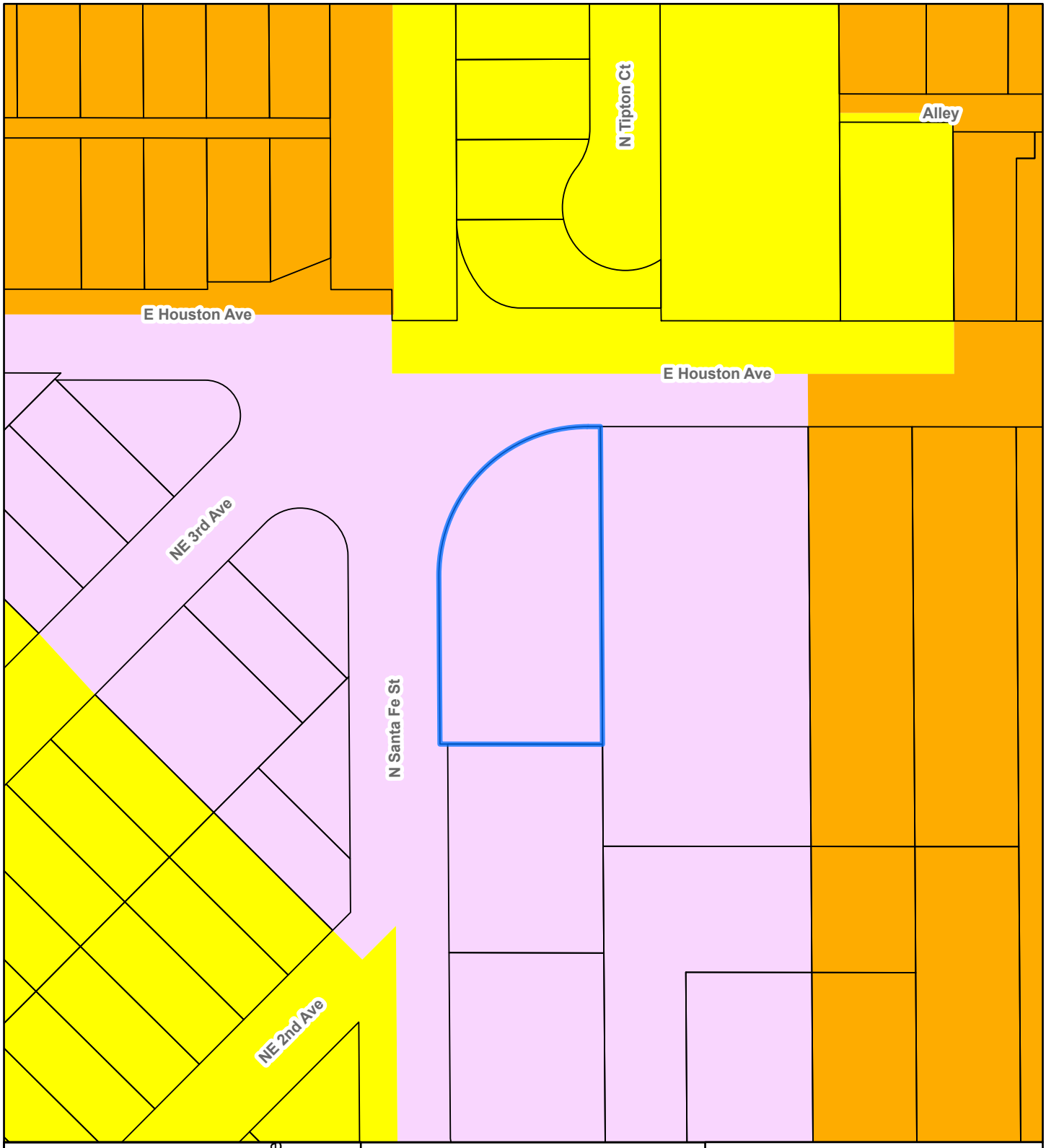
- [x] A building permit will be required. — *For information call (559) 713-4444*
- [x] Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- [ ] Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- [ ] Indicate abandoned wells, septic systems and excavations on construction plans.

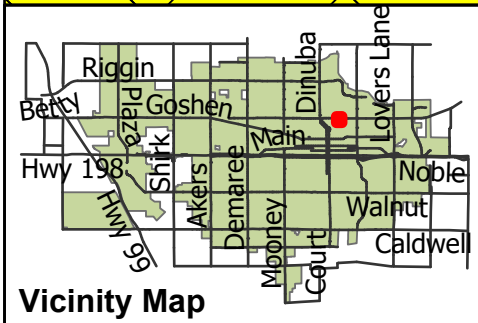
You are responsible to ensure compliance with the following checked items:

- [x] 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 (661) 392-5500*
- [x] Plans must be approved by the Tulare County Health Department. — *For information call (559) 624-8011*
- [x] Project is located in flood zone AE * [ ] Hazardous materials report. MEET FEMA FLOOD REQUIREMENTS
- [ ] Arrange for an on-site inspection. (Fee for inspection $157.00) — *For information call (559) 713-4444*
- [x] School Development fees. COMMERCIAL: $0.78 PER SF
- [ ] Park Development fee $_____, per unit collected with building permits.
- [ ] Additional address may be required for each structure located on the site. — *For information call (559) 713-4320*
- [ ] Acceptable as submitted
- [ ] No comments at this time

Additional comments: PROVIDE TYPE I HOOD WITH FIRE SUPPRESSION AND INGROUND GREASE INTERCEPTOR. PROVIDE 5% ACCESSIBLE SEATING, FUTURE (EV) CHARGING PARKING, (PV) SOLAR SYSTEM WITH BATTERY STORAGE. LANDSCAPING SHALL MEET THE MWELO REQUIREMENTS.

VAL GARCIA 6/22/23





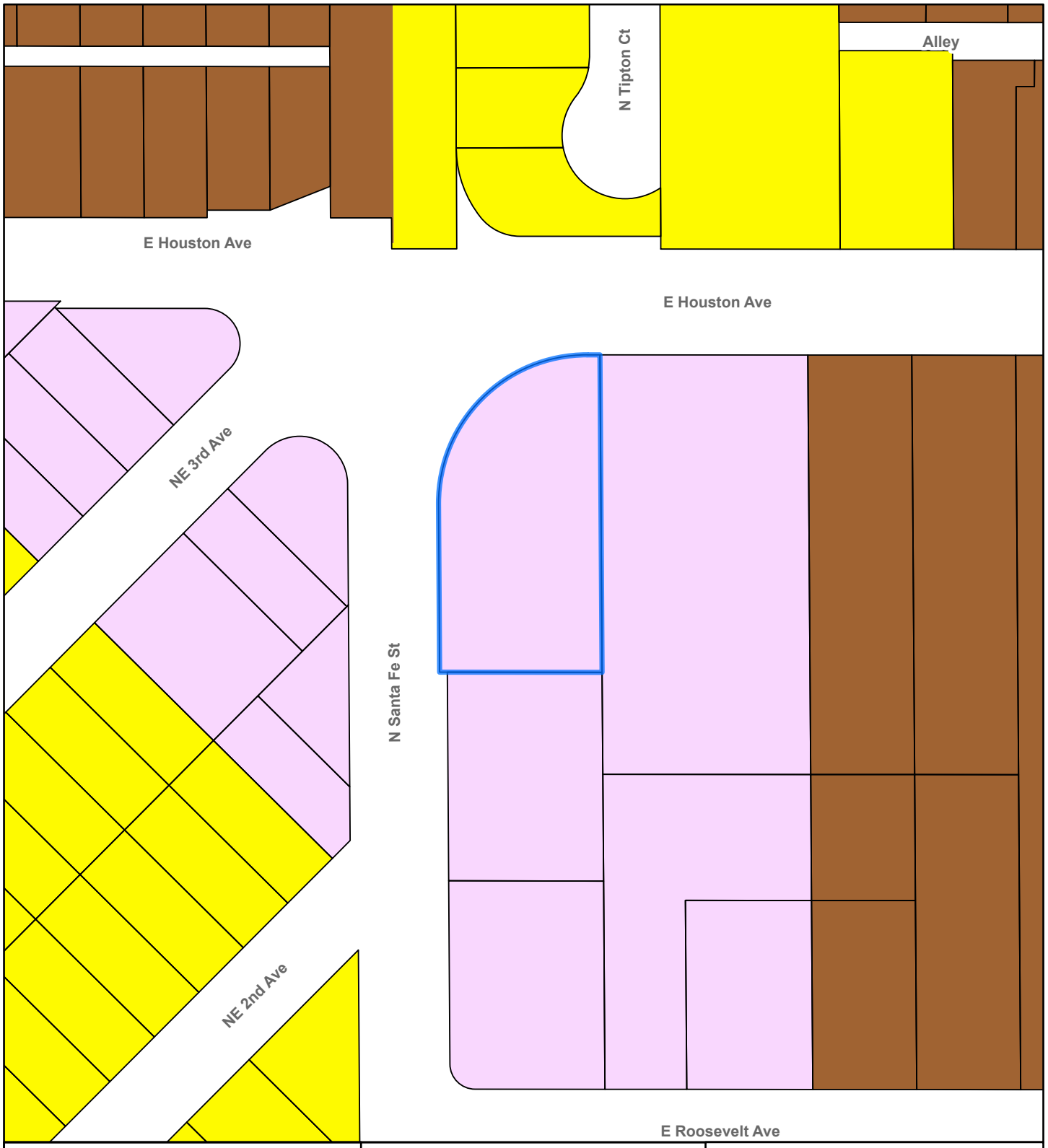
Vicinity Map

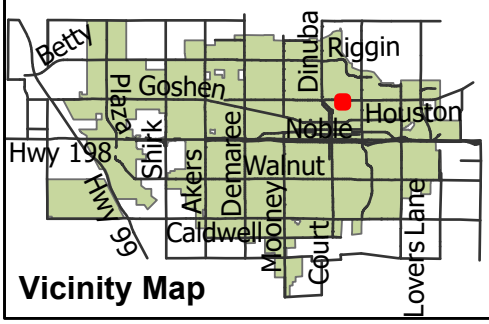
General Plan Land Use Map

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- Commercia Mixed Use
- Residential Low Density
- Residential Medium Density





Vicinity Map

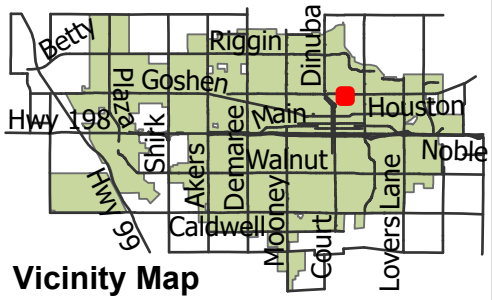
Zoning Map

0 100 200

N
W E
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- C-MU Mixed Use Commercial
- R-1-5 Single-family Residenital
- R-M-2 Multi-family Residenital





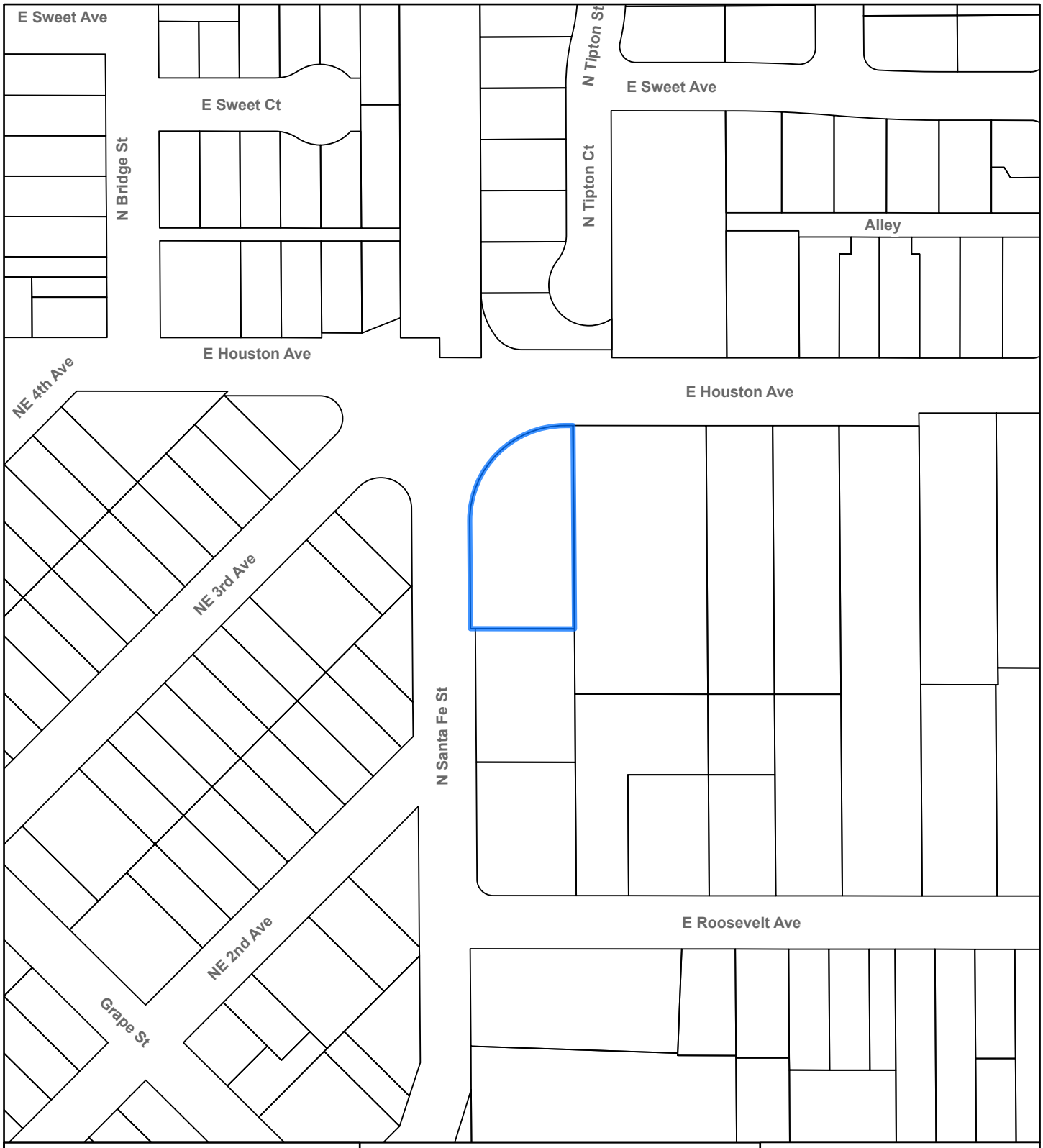
Vicinity Map

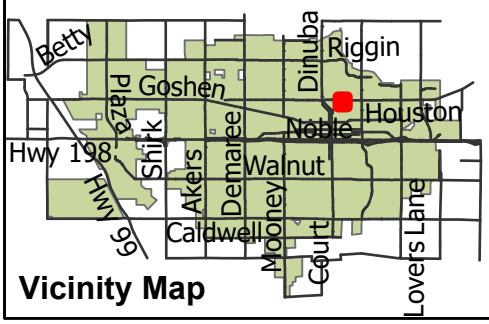
Aerial Photo

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VISALIA
Founded 1852





Vicinity Map

Location Map



VISALIA

Founded 1852

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: June 26, 2023

PROJECT PLANNER: Brandon Smith, Principal Planner
Phone No.: (559) 713-4636
Email: brandon.smith@visalia.city

SUBJECT: **Shepherds Ranch II Tentative Subdivision Map No. 5589**: A request to subdivide a 40.44-acre parcel into 200 lots for single-family residential use and additional lots for landscaping, park, and trail purposes, to be located within the R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations. The Project would result in onsite infrastructure improvements including but not limited to new utilities, new public residential streets, and improvements to the frontage of Road 88.

Tentative Parcel Map No. 2022-03: A request to subdivide 40.44 acres into three parcels for phasing and financing purposes to be located within the R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations.

Annexation No. 2022-04: A request to annex one parcel totaling approximately 40.44 acres into the city limits of Visalia. Upon annexation, the area would be zoned R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations, consistent with the General Plan Land Use Designation of Residential Low Density and Parks/Recreation.

Applicant: D.R. Horton

Location: The project site is located on the east side of Road 88, approximately ¼ mile south of West Goshen Avenue. (APN: 081-030-080)

STAFF RECOMMENDATION

Shepherds Ranch II Tentative Subdivision Map No. 5589

Staff recommends approval of the Shepherds Ranch II Tentative Subdivision Map No. 5589, as conditioned, based on the findings and conditions in Resolution No. 2022-35. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances, Housing Accountability Act (Government Code section 65589.5) and the Visalia Housing Element.

Tentative Parcel Map No. 2022-03

Staff recommends approval of Tentative Parcel Map No. 2022-03, as conditioned, based on the findings and conditions in Resolution No. 2022-36. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

Annexation No. 2022-04

Staff recommends that the Planning Commission recommend that City Council approve Annexation No. 2022-04, as conditioned, based on the findings in Resolution No. 2022-34. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan.

RECOMMENDED MOTION

I move to approve Shepherds Ranch II Tentative Subdivision Map No. 5589, based on the findings and conditions in Resolution No. 2022-35.

I move to approve Tentative Parcel Map No. 2022-03, based on the findings and conditions in Resolution No. 2022-36.

I move to recommend approval of Annexation No. 2022-04, based on the findings and conditions in Resolution No. 2022-34.

PROJECT DESCRIPTION

The applicant, DR Horton, has filed entitlement applications for the annexation of a 40-acre parcel, a tentative subdivision map, and a tentative parcel map.

Annexation No. 2022-04 is a request to annex a 40-acre parcel located outside the city limits and within Tulare County (see Exhibit "B"). Upon annexation, the Zoning designations for the project area will include R-1-5 (Single-Family Residential 5,000 square foot minimum site area) and Q-P (Quasi-Public), consistent with the underlying General Plan land use designation. The Q-P zoning designation would be applied to Outlot C on the tentative subdivision map for the park and trail along the north side of the subdivision adjacent to the Industrial zoning designation.

The Shepherds Ranch II tentative subdivision map is a request to subdivide the 40-acre parcel into a 200-lot single-family residential subdivision at a density of 4.94 dwelling units per acre (see Exhibit "A"). All of the proposed 200 lots will conform to the zoning standards required within the R-1-5 zoning district for lot sizes of 5,000 square feet or greater. The residential lots will utilize standard R-1-5 zone lot and setback criteria, with standard lot sizes ranging between 5,000 to 6,801 square feet and knuckle lots being as large as 10,222 square feet. Ten contiguous lots within the subdivision are shown to serve as a temporary basin due to the area not having the regional basin established for this area. A regional basin will be established at a future date.

The proposed single-family subdivision will be serviced by 60-foot-wide public local streets containing full improvements (curb, gutter, parkway landscaping, sidewalks, and streetlights), sewer lines, storm drainage, and other public infrastructure, utilities, and services (i.e., electricity, gas, and water). Primary access to the subdivision will be at the northeast corner of the subdivision from Osses Drive, located within the previously approved Shepherds Ranch I

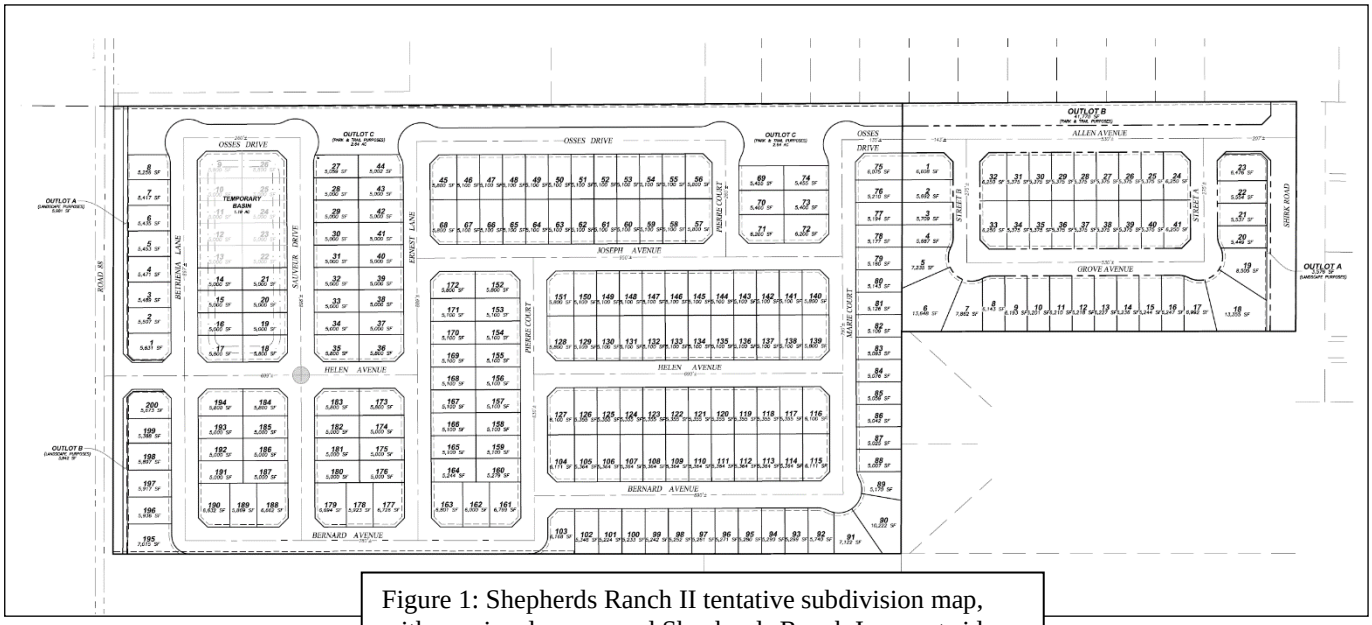


Figure 1: Shepherds Ranch II tentative subdivision map, with previously approved Shepherds Ranch I on east side

Tentative Subdivision Map. Access will also be obtained from a new street connection, Helen Avenue, to Road 88, which will be constructed in the first phase of the subdivision map.

The subdivision map will include the creation of three lettered lots. Outlots A and B will be established for Landscaping and Lighting District (LLD) purposes, containing landscaping and block walls along Road 88 and portions of lots adjacent to interior street sides on the corner lots (i.e.: Lots 1 & 200). Outlot C will be a 2.63-acre lot ranging from 41 to 138 feet in depth that constitutes a portion of a grater linear park spanning between the Shepherds Ranch I and II subdivisions.

The proposed Tentative Parcel Map will subdivide the subdivision site into three parcels that correspond to the subdivision's phasing plan. The parcel lines are configured to create a public street connection between the west and east sides of the subdivision with the first phase of development. The three phases, in order, will establish 72 lots, 68 lots, and 60 lots.

The project site is within the City's Urban Development Boundary (UDB) Tier 2 and is subject to City's Agricultural Preservation Ordinance. This is discussed in greater detail in the Agricultural Preservation Ordinance section of the staff report below.

The project, together with a 10-acre parcel to the east, is part of a larger 50-acre development collectively known as Shepherds Ranch The 10-acre parcel received approval by the Planning Commission in August 2022 for a 41-lot subdivision, which also included an amendment to the land use designations on the two parcels to remove a Very Low Density Residential designation and add a Parks/Recreation designation adjacent to the neighboring industrial land uses (see Related Projects discussion below).

BACKGROUND INFORMATION

General Plan Land Use Designation:	Residential Low Density, Parks / Recreation
Zoning (upon annexation to City):	R-1-5 (Single-family Residential, 5,000 square foot minimum lot size), QP (Quasi-Public)
Surrounding Zoning and Land Use:	North: Light Industrial / Shops & warehouses, outdoor building material storage South: Residential Very Low Density, Residential Low Density, Parks-Recreation, Neighborhood Commercial / Orchards East: Residential Low Density / Rural residences, vacant land slated for future Shepherds Ranch I subdivision West: Industrial / Row crops
Environmental Review:	Initial Study / Mitigated Negative Declaration No. 2023-32, State Clearinghouse #2023050712
Special Districts:	None
Site Plan Review:	SPR No. 2021-229

RELATED PLANS & POLICIES

Please see attached summary of related plans and policies.

RELATED PROJECTS

The three proposed entitlements pertaining to Shepherds Ranch II, together with three additional entitlements from 2022, constituted the "Shepherds Ranch" project which was scheduled for a public hearing of the Planning Commission on August 8, 2022. Due to the ruling released two weeks prior to the August 8, 2022 Planning Commission meeting that invalidated the City's approach to remove the requirement to establish an agricultural mitigation program (AMP), the three proposed entitlements pertaining to Shepherds Ranch II were continued to a date uncertain to allow the City to formulate appropriate follow-up action regarding an AMP that would be applicable to Tier II areas.

On August 8, 2022, the Planning Commission recommended City Council approve General Plan Amendment No. 2021-03 and Change of Zone No. 2021-04, and approved Shepherds Ranch I Tentative Subdivision Map No. 5581. The GPA and COZ were an amendment to the land use designation on the two parcels and zoning on one parcel to remove a Very Low Density Residential designation and add a Parks/Recreation designation adjacent to the neighboring industrial land uses. The subdivision was a request to subdivide a 10-acre parcel in the Tier I boundary into 41 lots.

PROJECT EVALUATION

Staff supports the annexation based on the project's consistency with the Land Use Element of the General Plan.

Specifically, the annexation will facilitate a residential subdivision development on a 40-acre site in a manner that is consistent with residential neighborhoods in the area, and particularly, the approved Shepherds Ranch I neighborhood to the east.

Furthermore, staff recommends approval of Shepherds Ranch II Tentative Subdivision Map No. 5589 and Tentative Parcel Map No. 2022-03 based on the project's consistency with the Land Use Element of the General Plan, the Zoning and Subdivision Ordinances, Housing Accountability Act (Government Code section 65589.5) and the Visalia Housing Element for approval of the tentative subdivision map. The subdivision map proposes to develop a parcel of land that is designated for residential development at a density prescribed in the 2030 Visalia General Plan. Furthermore, the project is providing housing that meets the City's Regional Housing Needs Allocation for the moderate to above-moderate income level.

Annexation No. 2022-04

The project proponents have filed an application to initiate annexation of the 40-acre project site (i.e., Annexation No. 2022-04). The annexation can be supported on the basis that the proposal is consistent with **Land Use Policy LU-P-21**, which allows for the annexation and development of residential land to occur within the Tier II Urban Development Boundary consistent with the City's Land Use Diagram. The site can be serviced with all the requisite utility and infrastructure available to serve the site upon development. Cities can approve tentative maps prior to final approval of the annexation by the local agency formation commission (i.e., LAFCO) but cannot approve a final subdivision map until after the land is annexed and the annexation is recorded through the Tulare County Recorder. Staff has included this requirement as Condition No. 10 of the Shepherds Ranch II Tentative Subdivision Map No. 5589 and Tentative Parcel Map No. 2022-03.

General Plan Consistency

The subdivision's design pattern and lot pattern consisting of a minimum lot size of 5,000 square feet is consistent with the site's Residential Low Density land use designation. The entire site has been designated for residential land uses since the adoption of the Visalia General Plan in 2014.

The project is consistent with General Plan **Land Use Policy LU-P-55**. The policy allows for residential development consistent with the Low Density Residential designation at a density range between two to ten dwelling units per gross acre. The proposed development will be developed at a residential density of 4.94 units per acre consistent with the Low Density Residential General Plan land use designation as well as the R-1-5 zoning district. The policy states: *"this designation is intended to provide for single-family subdivisions."* Compatibility with the surrounding area is required by the General Plan in the decision to approve the proposed subdivision. The proposed subdivision meets all codified standards contained in the Zoning and Subdivision Ordinances, as well as all General Plan policies pertaining to residential development. Staff finds that the proposed tentative subdivision map is compatible with the surrounding area and the Low Density Residential land use designation.

In 2022, General Plan Amendment No. 2021-03 was approved which replaced 13.8 acres of Residential Very Low Density land use designation on the site with approximately 3 acres of Parks/Recreation and the remaining balance as Residential Low Density. The GPA was approved on the basis that it upheld the General Plan's vision of providing a separation between existing industrial uses and future residential uses. In lieu of the Residential Very Low Density designation which would have created parcels with larger lot depths, a linear park resulting in depths ranging between 101 and 138 feet was created to serve as a buffer. The incorporation of buffering between industrial and residential land uses is further directed by the General Plan in the following **Policy LU-P-103**:

> *Require buffering land uses adjacent to existing or planned residential areas adjacent to industrial designations. Such uses may include parks, drainage ponds, open space, or other such uses.*

As shown in Exhibit "E", the entire linear park will contain trees, landscaping, irrigation, and a ½-mile trail extending the entire width from Shirk to Road 88 (i.e., Clancy St.). Playground equipment (tot lot) and a picnic area are also identified in the linear park, and a seven-foot tall block wall will be placed along the abutting north property line.

West of the subdivision across from Road 88 is designated as Industrial land use designation, currently undeveloped and outside of City limits. According to the 2-lane collector cross section shown in Exhibit "A", the total separation from the industrial property line to the residential property lines will be 94 feet, comprised of the 84-foot ultimate right-of-way width for Road 88 and a 10-foot landscape lot (Outlots A and B). A concrete masonry unit block wall is included within Outlots A and B per City standards.

Street Improvements and Local Street Connectivity

The developer of the Shepherds Ranch II subdivision will be required to construct certain street improvements pertaining to Road 88 (Clancy Street).

Road 88 (Clancy Street) is a designated 84-foot wide collector street. Road 88 is currently improved with asphalt that is unstriped but can accommodate one lane of traffic in each direction (i.e., southbound and northbound). No street frontage improvements exist on either side.

Phase 1 improvements along the right of way within the boundaries of the subdivision map include improving the street to its full width on the east side, which requires an approximately 22-foot wide dedication. Improvements being added by the subdivision will consist of a 6-foot sidewalk, 5-foot

parkway, curb, gutter, parking lane, and Class II bike lane. The asphalt will be improved to accommodate two 12-foot travel lanes and one 8-foot park lane. Future industrial development to the west, to be constructed by others, will consist of additional asphalt paving and street frontage improvements.

The portion of Road 88 immediately north of the subdivision will require improvements by the subdivider consisting of additional pavement and transitions from the portion fronting the subdivision, to be installed with Phase 1.

A 10-foot landscape lot outside of the public right-of-way will be dedicated as part of a Landscape and Lighting District which will be formed with the Shepherds Ranch II subdivision map. The Landscape and Lighting District lots are identified as Outlots "A" and "B" on the map (see Exhibit "A"). The establishment of the district provides maintenance of the landscape lots, block walls, street pavement and street lighting. Also, as noted in the Engineering Division's Site Plan Review comments, all new utilities that will service the residential subdivision will be placed underground.

The Shepherds Ranch II subdivision will not be constructed until the previously approved Shepherds Ranch I subdivision is constructed. Improvements along the Shepherds Ranch I subdivision frontage include improving Shirk Street to its ultimate right-of-way design, excepting a raised median due to constrained right-of-way width south of the property towards Highway 198. It is anticipated that a majority of the Shepherds Ranch II traffic will be accommodated via the Shepherds Ranch I access point on Shirk Street.

Shirk Street is a designated 110-foot wide arterial street. Shirk Street is currently improved with one southbound and one northbound lane, with partial street frontage improvements on the east side. Shepherds Ranch I will construct typical City Improvements along its frontage on the west side of Shirk Street along the right of way.

A separate capital improvement project (CIP) is planned for the widening of Shirk Street to four lanes between School Avenue (1/4-mile north of State Highway 198) and Riggin Avenue. This project will include buildout of both sides of Shirk between the Shepherds Ranch I site and Goshen Avenue and will include the installation of a two-way left turn lane for the street segment adjacent to the Shepherds Ranch I subdivision allowing for full turning movements. The first phase of the CIP is installation of a sewer trunkline within Shirk Street that will begin in Fall 2023 and will take six months. The second phase of the CIP will be the widening of Shirk to begin immediately after the sewer work, approximately Winter 2024.

Local Street Connectivity: The proposed subdivision includes local street connection to the east for access via the Shepherds Ranch I subdivision. The subdivision also can accommodate a future local street connection to the south from Bernard Avenue, which is aligned along a portion of the south property line in conformance with the City's Super Block Connectivity standard.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared for the proposed project (ref.: Iron Ridge Residential Development Traffic Impact Study. VRPA Technologies, Inc., June 27, 2022). The purpose of the study is to analyze traffic conditions related to the development of the subdivision and its projected level of service (LOS) at opening year and at five-year increments, and the corresponding environmental impact as required by the California Environmental Quality Act (CEQA).

The TIS identified four intersections in the project vicinity that would experience unacceptable LOS in the long term.

- The intersections of Shirk and Hillsdale and Shirk and School are forecasted to operate at unacceptable levels under the existing (a.m. only) and opening year scenarios; however,

these intersections do not meet traffic signal warrants because the local streets do not carry enough traffic to justify signalization. The future planned widening of Shirk Street will assist in improving traffic flow and safety.

- The intersection of Shirk Street and the State Route 198 Eastbound ramp are forecasted to operate at unacceptable levels under the opening year scenario and at 5-year horizons. The intersection of Shirk Street and the State Route 198 Westbound ramp is currently operating at unacceptable levels, even without the project. Per discussions with Caltrans, a signalization improvement project is currently being planned, while an entire reconstruction of the interchange is planned in the long term (i.e., over 10 years out). The TIS and the environmental study's mitigation measures therefore recommend that the project contribute to the City's traffic impact fee program, which will directly or indirectly contribute to the intersection improvements.

A Vehicle Miles Traveled (VMT) analysis was also conducted by comparing the project's expected VMT per capita to regional averages. Since the study concluded that the project's VMT will be 32.8% less than the regional average, meeting the 16% level of significance threshold, the impacts to VMT are concluded to be less than significant.

Acoustical Analysis

An Acoustical Analysis was prepared for the proposed project (ref.: Environmental Noise & Vibration Assessment, Iron Ridge Development I & II. Bollard Acoustical Consultants, March 29, 2022). The purpose of the study is to determine the proposed project's noise generating impacts pertaining to construction and additional traffic generation, and the corresponding environmental impact as required by the California Environmental Quality Act (CEQA).

In addition, the study was also to determine if existing noise levels associated with the adjacent industrial operations to the north would comply with the City's applicable noise level standards upon the proposed single-family residential uses. However, CEQA does not require an analysis of off-site impacts on the project itself.

The analysis concluded that an exterior noise level in excess of the daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, specified in the City's Noise Element, exists on the project site. The study identified one current noise generator in the industrial park, identified on a map (i.e., Figure 5) within the acoustical analysis, that attributed to exceeding the noise level requirements at the recording source. The noise level would be 58 dB at the property line of the nearest single-family residence proposed within the development, not accounting for the addition of a 7-foot tall concrete wall as required by the City Zoning Ordinance. To ensure that residents within the subdivision are familiar with the excess of City standards for noise, the developer will be required to record a covenant on all lots to disclose noise exposure from the stationary industrial equipment adjacent to the project site. This requirement is addressed as Condition No. 7 of the tentative subdivision map.

An additional mitigation measure is included within the project's environmental review for CEQA purposes, supported by the acoustical analysis, to address impacts from short-term construction activities.

Park / Open Space

The subdivision will include the construction of a linear park. The park, which will have a Quasi-Public (QP) zoning designation, is planned to be open and accessible to the public and is not planned to be walled or gated along the street frontages. In addition, the park will include a trail that will be internal to the park only and will not connect with other City trails, as there are no other existing or planned trails in the vicinity. The park will not have on-site parking, though on-street parking will be available on the entire north side of the adjoining street. The park will be maintained

by a Landscaping and Lighting District assessment similar to pocket parks in other subdivisions, despite the fact that the total park area (2.6 acres within Shepherds Ranch II and over three acres in the entire Shepherds Ranch project) would be significantly larger than most pocket park sizes (generally 0.5 to 2 acres).

A public park is designated by the General Plan to be located directly south of the project, though there is no certain timeframe for annexation and development of this site. The nearest existing public parks to this site are Willow Glen Park and Lions Park, located 1.0 and 1.25 miles to the northeast and east.

Agricultural Preservation Ordinance Requirements

The 40-acre project site is in the City's Tier II urban development boundary and is designated as Prime Farmland as defined per the Tulare County Farmland Mapping and Monitoring Program. As a result, the development of this site is subject to the City's recently adopted Agricultural Preservation Ordinance.

On May 15, 2023, the City Council approved the second and final reading of Ordinance No. 2023-02, which adopts an addition to the Visalia Municipal Code referred to as Title 18 "Agricultural Land Preservation", Chapter 18.04 "Agricultural Land Preservation Program". This code creates an Agricultural Preservation Ordinance (APO) to implement Visalia General Plan Land Use Policy LU-P-34.

The APO established a process for the required preservation of agricultural land through the acquisition of agricultural conservation easements or the payment of an in-lieu fee for projects subject to the provisions of the ordinance.

The developer of the project is subject to complying with the requirements of the adopted APO since the site is located with the Tier II urban development boundary. The preserved land obligation shall be calculated at a ratio of one acre of preserved land for each acre of converted land. Converted land acreage shall be calculated by determining the applicable project acreage less the acreage of exclusions. In addition, the preserved land obligation, as established in Section 18.04.070(A), shall be preserved through acquisition of an agricultural easement in accordance with Section 18.04.080, unless eligible for payment of an in-lieu fee in accordance with Section 18.04.090.

The preserved land obligation shall be satisfied prior to issuance of any permit directly authorizing or resulting in disturbance to the project site. Compliance of the ordinance is achieved when either the approved agricultural conservation easement has been recorded or the applicant has remitted the approved in-lieu fee to the qualified entity.

Development Standards

All proposed lots will utilize standard single-family residential standards for lot size and setbacks. The lots will be required to meet R-1-5 zoning standard setback standards, described in further detail in VMC chapter 17.12 (see attached Related Plans and Policies).

All lots will have lot depths ranging from approximately 95 feet to 105 feet, excepting lots located on cul-de-sac or knuckle street bulbs that account for approximately 4% of the total lot count (i.e., approximately 7 lots). These lots will also be required to utilize standard single-family residential setback standards but are permitted to have a 20-foot setback for front-loading garages as identified in Section 17.12.080.C of the Zoning Ordinance.

The setbacks within the R-1-5 zone for lots 5,000 square feet or greater are as follows:

Minimum Lot Area	Front	Side	Street Side	Rear
5,000 sq. ft.	15-ft. to habitable space. 22-ft. to garage	5-ft.	10-ft.	25-ft. (20-ft. if conditions are met)

Landscape and Lighting Assessment District and Block Walls

A Landscaping and Lighting District (LLD) will be required for the long-term maintenance of the out lots, including the linear park, which include blocks walls, streetlights, landscaping, and all park amenities as noted on Exhibit "A".

The block walls along street frontages will be typical City standard block walls. The subdivision map block wall heights will be reduced to three feet where the block wall runs adjacent to the front yard setback areas. The three-foot transition areas are applicable for the corner residential lots within the two subdivisions. Staff has included Map Condition No. 5 to require the stepped down walls.

Infrastructure

Water Service: Staff has included Condition No. 8 that requires a valid Will Serve Letter from the California Water Service Company if, prior to development of the subdivision, the determination of water availability letter lapses.

Sanitary Sewer: The sewer system will have to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will be sized in order to service the entire subdivision. The sanitary sewer master plan for the entire development will be required to be submitted for approval prior to approval of any portion of the system.

Storm Drainage: The Road 88 alignment indicates installation of a 24" storm drain per the City's Stormwater Master Plan, which is currently being updated and is subject to change. The subdivision will be required to provide a temporary retention basin which will measure 1.19 acres for storm water drainage, until said time that the City's master trunk line and regional basis for the area are constructed. The temporary basin will include full improvements to street frontages surrounding the basin.

Consistency with State Housing Accountability Act (Government Code section 66589.5)

The Housing Accountability Act (HAA) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact (Government Code Section 65589.5(j)(1)).

Staff finds that the proposed project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance and single-family residential development standards. The lots proposed within the Shepherds Ranch II subdivision meet and/or exceed the minimum 5,000 square foot lot area. As depicted per the subdivision map, the average lot size is over 5,000 square feet. The subdivision will also comply with the required setbacks and height restrictions per the R-1 standards. The developer is not seeking any concessions and/or deviations to the required setbacks.

Subdivision Map Act Findings

California Government Code Section 66474 lists seven findings for which a legislative body of a city or county shall deny approval of a tentative map if it is able to make any of these findings. These seven "negative" findings have come to light through a recent California Court of Appeal decision (*Spring Valley Association v. City of Victorville*) that has clarified the scope of findings that a city or county must make when approving a tentative map under the California Subdivision Map Act.

Staff has reviewed the seven findings for a cause of denial and finds that none of the findings can be made for the proposed project. The seven findings and staff's analysis are below. Recommended finings in response to this Government Code section are included in the recommended findings for the approval of the tentative subdivision and tentative parcel map.

GC Section 66474 Finding	Analysis
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed maps have been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision and Tentative Parcel Maps. There are no specific plans applicable to the proposed maps.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the maps have been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision and Tentative Parcel Maps. There are no specific plans applicable to the proposed maps.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed maps and its affiliated development plan, which is designated as Low Density Residential and developed at a density of 4.94 units per acre. This is included as recommended Finding No. 3 of the Tentative Subdivision and Tentative Parcel Maps.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed maps and its affiliated development plan, which is designated as Low Density Residential. This is included as recommended Finding No. 4 of the Tentative Subdivision and Tentative Parcel Maps.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvements of the maps have not been found likely to cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat. This finding is further supported by the project's determination of no new effects under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Subdivision and Tentative Parcel Maps.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Subdivision and Tentative Parcel Maps.

(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.	The proposed design of the maps do not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 5 of the Tentative Subdivision and Tentative Parcel Maps.

Environmental Review

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. Initial Study and Mitigated Negative Declaration No. 2023-32 disclosed that environmental impacts are determined to be less than significant with the incorporation of mitigation to address significant impacts to the following resources:

- Eight (8) mitigation measures pertaining to Biological Resources to reduce impacts of the Project to special-status wildlife species (i.e., Swainson's Hawk, San Joaquin Kit Fox, Western Burrowing Owl).
- Two (2) mitigation measures pertaining to Cultural Resources to reduce the impacts of the Project on the potential of exposing historical or archaeological materials during construction.
- One (1) mitigation measure pertaining to submittal of plans for storm water pollution and pollutant discharge to reduce impacts to Soil Erosion or the loss of topsoil at the Project site.
- Two (2) mitigation measures pertaining to Noise to reduce the impacts of the Project related to construction noise and existing nearby industrial uses.
- One (1) mitigation measure pertaining to payment of transportation impact fees to reduce impacts to Traffic at the Project site.

One mitigation measure will result in an impact to future residential property owners within the project, wherein covenants will be recorded on all lots to disclose noise exposure from stationary industrial equipment adjacent to the Project site. With the mitigation incorporated into the project, staff concludes that Initial Study and Mitigated Negative Declaration No. 2023-32 adequately analyzes and addresses the proposed project and reduces environmental impacts to a less than significant level.

Environmental Review Correspondence

The City received one comment letter in response to the Initial Study / Mitigated Negative Declaration circulated for this project. The letter was received from the San Joaquin Valley Air Pollution Control District and is attached as Exhibit “G”. Upon City’s review, the letter does not raise any concerns regarding the conclusions reached by environmental assessment. The letter does contain several comments and guidance to ensure that the project is meeting all applicable rules, regulations, and requirements. Based on the letter, the City concludes that the findings and conclusions of the Initial Study / Mitigated Negative Declaration are still applicable and that no additional conditions of approval are necessary for the project. The letter has been shared with the developer.

RECOMMENDED FINDINGS

Annexation No. 2022-04

1. That the Annexation is consistent with the intent of the General Plan and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed Annexation, which will re-designate 40 acres of AE-20 (Agricultural Exclusive 20-acre) County zone district to approximately 2 acres of QP (Quasi-Public) and 38 acres of R-1-5 (Single-family Residential, 5,000 square feet minimum lot size) zone, will not impose new land uses or development that will adversely affect the subject site or adjacent properties.
3. That the parcel is not located within an Agricultural Preserve.
4. That the parcel will be annexed into Voting District 3 per the Council Election Voting District Map.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2023-32, is hereby adopted. Furthermore, the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

Shepherds Ranch II Tentative Subdivision Map No. 5589 & Tentative Parcel Map No. 2022-03

1. That the proposed location and layout of the Shepherds Ranch II Tentative Subdivision Map No. 5589, its improvement and design, and the conditions under which it will be maintained, is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 40-acre project site, which is the site of the proposed 200 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states “ensure that growth occurs in a compact and concentric fashion by implementing the General Plan’s phased growth strategy.”
2. That the proposed Shepherds Ranch II Tentative Subdivision Map No. 5589, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent light industrial land uses based on the inclusion of improvements to the north that include a linear park and sound wall. The project site is bordered by existing residential development to the east and south.
3. That the site is physically suitable for the proposed tentative subdivision map. The project is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision itself is designated as Low Density Residential and developed at a density of 4.94 units per acre.
4. That the site is physically suitable for the proposed tentative subdivision map and the project’s density, which is consistent with the proposed Low Density Residential General Plan Land Use Designation and is being developed at a density of 5.29 units per acre. The design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The 200-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement.

5. That the design of the proposed subdivision and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The 200-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording.

6. The proposed location of the tentative subdivision map is in accordance with the Visalia General Plan and the objectives of the Zoning and Subdivision Ordinances. The proposed location of the subdivision is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. Multiple General Plan policies identify the implementation of development standards to ensure that new single-family residential development will contribute to positive land use compatibility. The size of the property combined with the number of residential lots proposed is consistent and compatible with existing surrounding residential development.

   The proposed project will result in the creation of a new single-family residential development at a density of 4.94 units per acre, which is consistent with General Plan land use designation of Low Density Residential and the R-1-5 zoning designation that will be applied to the site when annexed into the city limits.

7. The Housing Accountability Act (Government Code Section 66589.5) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact. There is no evidence that the project would cause quantifiable significant unavoidable impacts on public health and safety. The project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance and development standards.

8. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2023-32, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

RECOMMENDED CONDITIONS

Annexation No. 2022-04

1. Upon annexation, the territory shall be zoned R-1-5 (Single Family Residential, 5,000 sq. ft. minimum) and Q-P (Quasi-Public) consistent with the pre-zoning designated by the General Plan Land Use Map.

2. That the applicant(s) enter into a Pre-Annexation Agreement with the City which memorializes the required fees, policies, and other conditions applicable to the annexation. The draft Pre-Annexation Agreement is attached herein as Attachment "B" of Resolution No. 2022-35. The agreement is subject to final approval by the City Council of the City of Visalia.

Shepherds Ranch II Tentative Subdivision Map No. 5589

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2021-22* incorporated herein by reference.
2. That the Shepherds Ranch II Tentative Subdivision Map No. 5589 be prepared in substantial compliance with the subdivision map in Exhibit "A".
3. That the subdivision map incorporate a linear park and 7-foot tall wall in Outlot C of the tentative subdivision map as depicted in Exhibit "E" that contains trees, landscaping, irrigation, playground equipment (tot lot), picnic area, and trail improvements. Park improvements shall be installed as follows:
    a. A permit application for the improvement plans for the portion of the park and wall located north of Lots 69, 74, and 75 shall be submitted to the City prior to the issuance of the first building permit for a dwelling unit within Phase 1 of the subdivision (as depicted in Exhibit "A"), and the permit application shall be issued and installation of improvements shall commence prior to the final of the first building permit for a dwelling unit within the subdivision.
    b. A permit application for the improvement plans for the remaining portion of the park and wall located within Phase 2 shall be submitted to the City prior to the issuance of the first building permit for a dwelling unit within Phase 2 of the subdivision (as depicted in Exhibit "D"), and the permit application shall be issued and installation of improvements shall commence prior to the final of the first building permit for a dwelling unit within Phase 2.
4. That all lots that are a minimum of 5,000 square feet in area shall comply with the R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) zone district standards for the front, side, street side yard, and rear yard setbacks.
5. That the block walls located within the landscape and lighting district Outlots A and B shall transition to three-foot height adjacent to the street side yard setbacks for Lots 1 and 200 of Exhibit "A".
6. That a concrete block or masonry wall shall be erected and/or improved along the north property line of the Project that is shared with adjacent Light Industrial-designated land uses to a height not less than seven (7) feet.
7. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2023-32 are hereby incorporated as conditions of the Shepherds Ranch II Tentative Subdivision Map # 5589, including but not limited to:
    - Prior to final map recordation, the Developer shall record a covenant on all lots to disclose noise exposure from the stationary industrial equipment adjacent to the Project site. The covenant will ensure future residential property owners are notified of the potential noise impacts as follows:

      "Property owner(s) of lots within the Shepherds Ranch I / Shepherds Ranch II Project are hereby notified that noise levels from adjacent industrial operations may exceed the City of Visalia 2030 General Plan and Municipal Code daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, respectively."
8. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.

9. That the Project shall have its final maps recorded in the phasing succession (i.e. Phase 1, Phase 2, Phase 3) shown on Exhibit "C", and that no final map shall record prior to the final map recording of all lots associated with the Shepherds Ranch I Tentative Subdivision Map #5581.
10. That approval of the Shepherds Ranch II Tentative Subdivision Map No. 5589 shall not become effective unless Annexation No. 2022-04, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO) and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-04.
11. That all applicable federal, state, regional, and city policies and ordinances be met.

Tentative Parcel Map No. 2022-03

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2021-229.
2. That Tentative Parcel Map No. 2022-03 be prepared in substantial compliance with Exhibit "C".
3. That approval of the Tentative Parcel Map No. 2022-03 shall not become effective unless Annexation No. 2022-04, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO) and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-04.
4. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

Annexation

For the Annexation, the Planning Commission's recommendation is advisory only. The final decision will be by the Visalia City Council following a public hearing. Therefore, the Planning Commission's recommendation in this matter is not appealable.

Shepherds Ranch II Tentative Subdivision Map No. 5589 and Tentative Parcel Map No. 2022-03

According to the City of Visalia Subdivision Ordinance Section 16.28.080, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 North Santa Fe St., Visalia, CA, 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the City's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2022-34 – Annexation No. 2022-04
  - Attachment “A” – Annexation Area
  - Attachment “B” – Annexation Agreement
- Resolution No. 2022-35 – Shepherds Ranch II Tentative Subdivision Map No. 5589
- Resolution No. 2022-36 – Tentative Parcel Map No. 2022-03
- Exhibit "A" – Shepherds Ranch II Tentative Subdivision Map No. 5589
- Exhibit “B” – Annexation Area
- Exhibit “C” – Tentative Parcel Map No. 2022-03
- Exhibit "D" – Overall Development Plan
- Exhibit “E” – Linear Park Conceptual Exhibit
- Exhibit “F” – Project Description
- Exhibit “G” – Letter from San Joaquin Valley Air Pollution Control District in regards to Initial Study / Mitigated Negative Declaration
- Initial Study / Mitigated Negative Declaration [Appendices included as electronic attachments: Air Quality/GHG, Biological, Cultural Resources, Noise / Acoustical Analysis, Traffic Impact Study]
- Site Plan Review Item No. 2021-229
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Map

RELATED PLANS AND POLICIES

General Plan and Zoning: The following General Plan and Zoning Ordinance policies apply to the proposed project:

General Plan Land Use Policies:

LU-P-19: Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy. The General Plan Land Use Diagram establishes three growth rings to accommodate estimated City population for the years 2020 and 2030. The Urban Development Boundary I (UDB I) shares its boundaries with the 2012 city limits. The Urban Development Boundary II (UDB II) defines the urbanizable area within which a full range of urban services will need to be extended in the first phase of anticipated growth with a target buildout population of 178,000. The Urban Growth Boundary (UGB) defines full buildout of the General Plan with a target buildout population of 210,000. Each growth ring enables the City to expand in all four quadrants, reinforcing a concentric growth pattern.

LU-P-21: Allow annexation and development of residential, commercial, regional retail, and industrial land to occur within the Urban Development Boundary (Tier II) and the Urban Growth Boundary (Tier III) consistent with the City's Land Use Diagram, according to the following phasing thresholds: • "Tier II": Tier II supports a target buildout population of approximately 178,000. The expansion criteria for land in Tier II is that land would only become available for development when building permits have been issued in Tier I at the following levels, starting from April 1, 2010:

Residential: after permits for 5,850 housing units have been issued.

LU-P-55: Update the Zoning Ordinance to reflect the Low Density Residential designation on the Land Use Diagram for development at 2 to 10 dwelling units per gross acre, facilitating new planned neighborhoods and infill development in established areas. This designation is intended to provide for single-family detached housing with densities typical of single-family subdivisions. Duplex units, townhouses, and small-lot detached housing may be incorporated as part of Low Density Residential developments. Development standards will ensure that a desirable single-family neighborhood character is maintained.

LU-O-34 Ensure compatibility between industrial lands and adjacent dissimilar land uses.

LU-P-103 Require buffering land uses adjacent to existing or planned residential areas adjacent to industrial designations. Such uses may include parks, drainage ponds, open space, or other such uses.

Zoning Ordinance Chapter for R-1 Zone

Chapter 17.12

R-1 SINGLE-FAMILY RESIDENTIAL ZONE

17.12.010 Purpose and intent.

In the R-1 single-family residential zones (R-1-5, R-1-12.5, and R-1-20), the purpose and intent is to provide living area within the city where development is limited to low density concentrations of one-family dwellings where regulations are designed to accomplish the following: to promote and encourage a suitable environment for family life; to provide space for community facilities needed to compliment urban residential areas and for institutions that require a residential environment; to minimize traffic congestion and to avoid an overload of utilities designed to service only low density residential use.

17.12.015 Applicability.

The requirements in this chapter shall apply to all property within R-1 zone districts.

17.12.050 Site area.

The minimum site area shall be as follows:

Zone	Minimum Site Area
R-1-5	5,000 square feet
R-1-12.5	12,500 square feet
R-1-20	20,000 square feet

A. Each site shall have not less than forty (40) feet of frontage on the public street. The minimum width shall be as follows:

Zone	Interior Lot	Corner Lot
R-1-5	50 feet	60 feet
R-1-12.5	90 feet	100 feet
R-1-20	100 feet	110 feet

B. Minimum width for corner lot on a side on cul-de-sac shall be eighty (80) feet, when there is no landscape lot between the corner lot and the right of way.

17.12.060 One dwelling unit per site.

In the R-1 single-family residential zone, not more than one dwelling unit shall be located on each site, with the exception to Section 17.12.020(J).

17.12.080 Front yard.

A. The minimum front yard shall be as follows:

Zone	Minimum Front Yard
R-1-5	Fifteen (15) feet for living space and side-loading garages and twenty-two (22) feet for front-loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cochere. A Porte Cochere with less than twenty-two (22) feet of setback from property line shall not be counted as covered parking, and garages on such sites shall not be the subject of a garage conversion.
R-1-12.5	Thirty (30) feet
R-1-20	Thirty-five (35) feet

B. On a site situated between sites improved with buildings, the minimum front yard may be the average depth of the front yards on the improved site adjoining the side lines of the site but need not exceed the minimum front yard specified above.

C. On cul-de-sac and knuckle lots with a front lot line of which all or a portion is curvilinear, the front yard setback shall be no less than fifteen (15) feet for living space and side-loading garages and twenty (20) feet for front-loading garages.

17.12.090 Side yards.

A. The minimum side yard shall be five feet in the R-1-5 and R-1-12.5 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than ten feet and twenty-two (22) feet for front loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cocheres.

B. The minimum side yard shall be ten feet in the R-1-20 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than twenty (20) feet.

C. On a reversed corner lot the side yard adjoining the street shall be not less than ten feet.

D. On corner lots, all front-loading garage doors shall be a minimum of twenty-two (22) feet from the nearest public improvement or sidewalk.

E. Side yard requirements may be zero feet on one side of a lot if two or more consecutive lots are approved for a zero lot line development by the site plan review committee.

F. The placement of any mechanical equipment, including but not limited to, pool/spa equipment and evaporative coolers shall not be permitted in the five-foot side yard within the buildable area of the lot, or within five feet of rear/side property lines that are adjacent to the required side yard on adjoining lots. This provision shall not apply to street side yards on corner lots, nor shall it prohibit the surface mounting of utility meters and/or the placement of fixtures and utility lines as approved by the building and planning divisions.

17.12.100 Rear yard.

In the R-1 single-family residential zones, the minimum yard shall be twenty-five (25) feet, subject to the following exceptions:

A. On a corner or reverse corner lot the rear yard shall be twenty-five (25) feet on the narrow side or twenty (20) feet on the long side of the lot. The decision as to whether the short side or long side is used as the rear yard area shall be left to the applicant's discretion as long as a minimum area of one thousand five hundred (1,500) square feet of usable rear yard area is maintained. The remaining side yard to be a minimum of five feet.

B. Accessory structures not exceeding twelve (12) feet may be located in the required rear yard but not closer than three feet to any lot line provided that not more than twenty (20) percent of the area of the required rear yard shall be covered by structures enclosed on more than one side and not more than forty (40) percent may be covered by structures enclosed on only one side. On a reverse corner lot an accessory structure shall not be located closer to the rear property line than the required side yard on the adjoining key lot. An accessory structure shall not be closer to a side property line adjoining key lot and not closer to a side property line adjoining the street than the required front yard on the adjoining key lot.

C. Main structures may encroach up to five feet into a required rear yard area provided that such encroachment does not exceed one story and that a usable, open, rear yard area of at least one thousand five hundred (1,500) square feet shall be maintained. Such encroachment and rear yard area shall be approved by the city planner prior to issuing building permits.

17.12.110 Height of structures.

In the R-1 single-family residential zone, the maximum height of a permitted use shall be thirty-five (35) feet, with the exception of structures specified in Section 17.12.100(B).

17.12.120 Off-street parking.

In the R-1 single-family residential zone, subject to the provisions of Chapter 17.34.

17.12.130 Fences, walls and hedges.

In the R-1 single-family residential zone, fences, walls and hedges are subject to the provisions of Section 17.36.030.

RESOLUTION NO. 2022-34

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF VISALIA RECOMMENDING APPROVAL OF ANNEXATION NO. 2022-04 AND DETACHMENT OF PROPERTY FROM COUNTY SERVICE AREA NO. 1, PERTAINING TO ONE PARCEL TOTALING APPROXIMATELY 40.44 ACRES INTO THE CITY LIMITS OF VISALIA. UPON ANNEXATION, THE AREA WOULD BE ZONED R-1-5 (SINGLE-FAMILY RESIDENTIAL 5,000 SQUARE FOOT MINIMUM LOT AREA) AND QP (QUASI-PUBLIC) ZONE DESIGNATIONS, CONSISTENT WITH THE GENERAL PLAN LAND USE DESIGNATION OF RESIDENTIAL LOW DENSITY AND PARKS/RECREATION. THE PROJECT SITE IS LOCATED ON THE EAST SIDE OF ROAD 88, APPROXIMATELY ¼ MILE SOUTH OF WEST GOSHEN AVENUE. (APN: 081-030-080)

WHEREAS, the project proponents approve to initiate proceedings for annexation to said city of territory described on the attached legal description and annexation map included as Attachments “A” and “B” of this resolution; and

WHEREAS, the Planning Commission of the City of Visalia, after a duly published notice, did hold a public hearing on June 26, 2023, and

WHEREAS, the proponent desires to annex said territory to the City of Visalia for the following reasons: 1) The annexation will contribute to and facilitate orderly growth and development of both the City and the territory proposed to be annexed; 2) The annexation will facilitate and contribute to the proper and orderly layout, design and construction of streets, gutters, sanitary and storm sewers and drainage facilities, both within the City and within the territory proposed to be annexed; and 3) The annexation will provide and facilitate proper overall planning and zoning of lands and subdivision of lands in said City and said territory in a manner most conducive of the welfare of said City and said territory; and

WHEREAS, this proposal is made pursuant to the Cortese-Knox-Hertzburg Local Government Reorganization Act of 2000, commencing with Section 56000 of the Government Code of the State of California; and

WHEREAS, the territory proposed to be annexed is uninhabited; and

WHEREAS, the territory proposed to be annexed is located in Voting District 3 as identified in the Election District Map adopted by the City Council on February 22, 2022 per Resolution No. 2022-11; and

WHEREAS, the Planning Commission reviewed this proposal on June 26, 2023, and found it to be consistent with the General Plan; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project; and

WHEREAS, the Planning Commission hereby makes the following findings with regard to the project:

1. That the Annexation is consistent with the intent of the General Plan and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed Annexation, which will re-designate 40 acres of AE-20 (Agricultural Exclusive 20-acre) County zone district to approximately 2 acres of QP (Quasi-Public) and 38 acres of R-1-5 (Single-family Residential, 5,000 square feet minimum lot size) zone, will not impose new land uses or development that will adversely affect the subject site or adjacent properties.
3. That the parcel is not located within an Agricultural Preserve.
4. That the parcel will be annexed into Voting District 3 per the Council Election Voting District Map.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2023-32, is hereby adopted. Furthermore, the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council adopt Mitigated Negative Declaration No. 2023-32 prepared for Annexation No. 2022-04, Tentative Parcel Map No. 2022-03, and Shepherds Ranch II Tentative Subdivision Map No. 5589 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

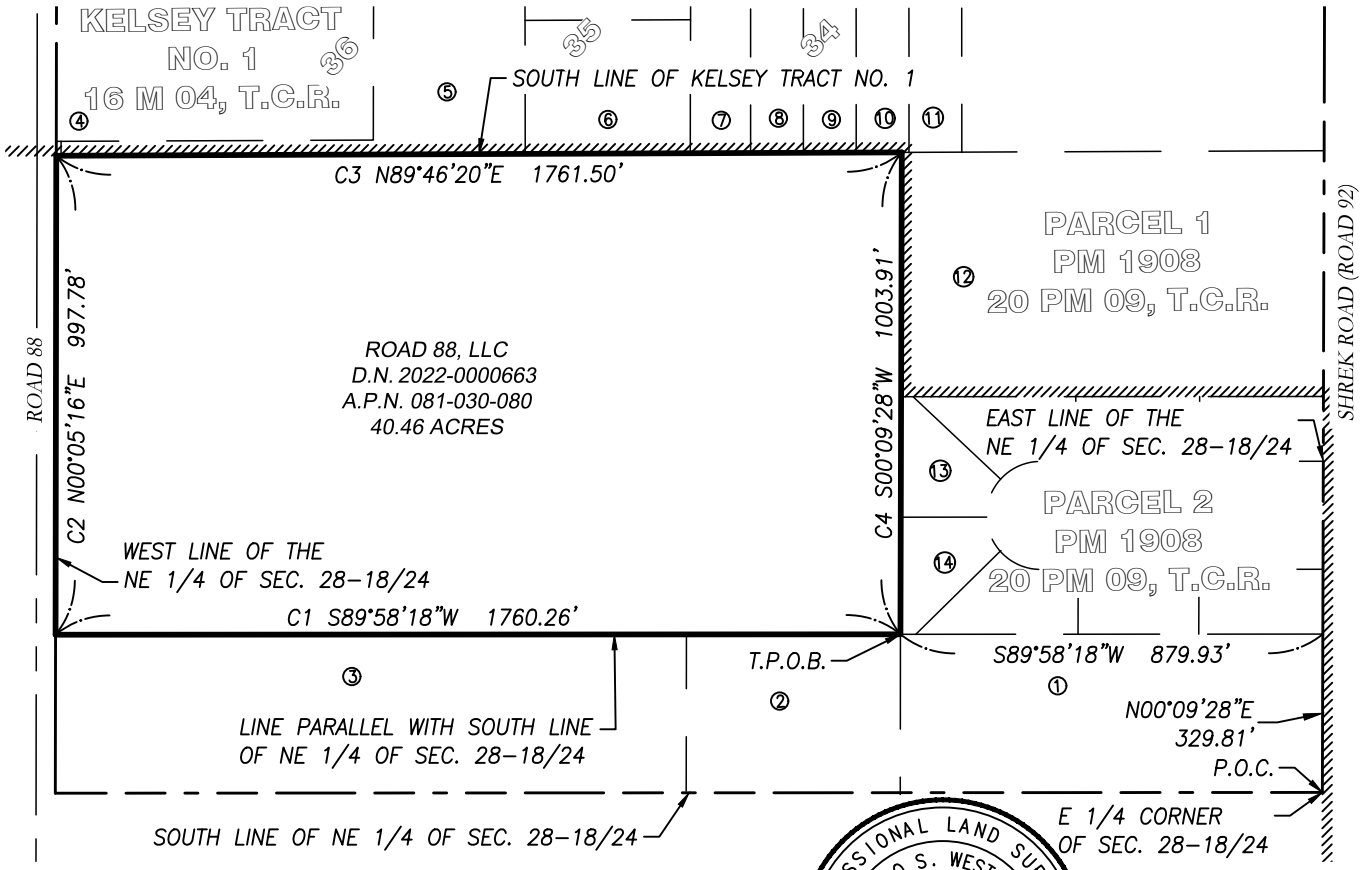
NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends approval to the City Council of the Annexation described herein, subject to the following condition:

1. Upon annexation, the territory shall be zoned R-1-5 (Single Family Residential, 5,000 sq. ft. minimum) and Q-P (Quasi-Public) consistent with the pre-zoning designated by the General Plan Land Use Map.
2. That the applicant(s) enter into a Pre-Annexation Agreement with the City which memorializes the required fees, policies, and other conditions applicable to the annexation. The draft Pre-Annexation Agreement is attached herein as Attachment “B” of Resolution No. 2022-35. The agreement is subject to final approval by the City Council of the City of Visalia.

ANNEXATION NO. _____

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF TULARE, STATE OF CALIFORNIA.
AREA: 40.46 ACRES

ANNEXATION TO THE CITY OF VISALIA AND DETACHMENT FROM TULARE COUNTY SERVICE AREA #_



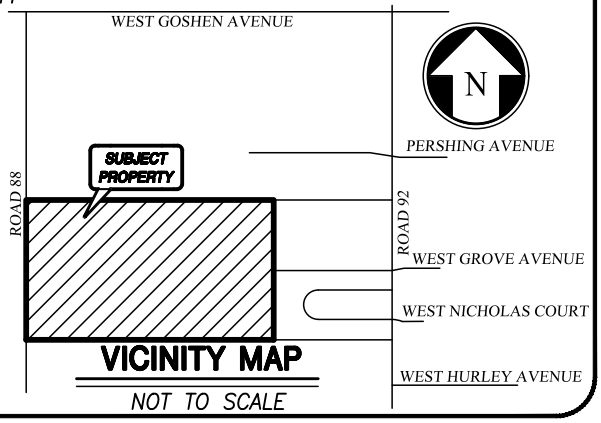
NOTE:
SEE SHEET 2
FOR ALL ADJACENT PROPERTY
ASSESSOR PARCEL NUMBERS

N
0' 400'
SCALE: 1"= 400'

PROFESSIONAL LAND SURVEYOR
ANTONIO S. WESTERLUND
P.L.S. 9399
STATE OF CALIFORNIA
6/20/2022

LEGEND

D.N.	DOCUMENT NUMBER PER OFFICIAL RECORD OF TULARE COUNTY
T.C.R.	TULARE COUNTY RECORDS
XX M YY	BOOK XX OF MAPS, PAGE YY, T.C.R.
XX PM YY	BOOK XX OF PARCEL MAPS, PAGE YY, T.C.R.
⑭	SEE SHEET 2 FOR APN TABLE
	EXISTING PARCEL LINES
	EXISTING CITY LIMITS
	AREA BEING ANNEXED
	RIGHT-OF-WAY
P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
C1	COURSE CALL



VICINITY MAP
NOT TO SCALE

L:\PROJECTS\2021\210315\ACAD\LEGALS\ANNEXATION\210315-ANNEX.DWG 6/15/2022 4:45 PM

PROJECT NO.:	210315
DRAWN BY:	TKF
QA/QC BY:	RCO
SCALE:	1" = 400'
SHEET NO.:	1 OF 2

Resolution 2022-34
Exhibit "A"

PLAT TO ACCOMPANY DESCRIPTION
ANNEXATION
CITY OF VISALIA

601 POLLASKY AVE., STE. 301 TEL: (559) 449-2400
CLOVIS, CA 93612 WWW.QKINC.COM

© COPYRIGHT BY QUAD KNOPF, INC. UNAUTHORIZED USE PROHIBITED.

ANNEXATION NO. _____

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF TULARE, STATE OF CALIFORNIA.
AREA: 40.46 ACRES

ANNEXATION TO THE CITY OF VISALIA AND DETACHMENT FROM TULARE COUNTY SERVICE AREA #_

ADJACENT PROPERTY OWNERS
ASSESSOR PARCEL NUMBERS

(1)	081-040-005
(2)	081-040-029
(3)	081-030-019
(4)	081-140-003
(5)	081-140-011
(6)	081-140-012
(7)	081-150-012
(8)	081-150-013
(9)	081-150-014
(10)	081-150-015
(11)	081-150-016
(12)	081-030-046
(13)	081-030-054
(14)	081-030-055

L:\PROJECTS\2021\210315\ACAD\LEGALS\ANNEXATION\210315-ANNEX.DWG 6/15/2022 4:46 PM

PROJECT NO.:	210315
DRAWN BY:	TKF
QA/QC BY:	RCO
SCALE:	1" = 400'
SHEET NO.:	2 OF 2

Resolution 2022-34
Exhibit "A"

PLAT TO ACCOMPANY DESCRIPTION
ANNEXATION
CITY OF VISALIA

601 POLLASKY AVE., STE. 301 TEL: (559) 449-2400
CLOVIS, CA 93612 WWW.QKINC.COM
© COPYRIGHT BY QUAD KNOPF, INC. UNAUTHORIZED USE PROHIBITED.

EXHIBIT

Pre-Annexation Agreement

This Pre-Annexation Agreement (”Agreement”) is made and entered into this _____ day of _____, by and among the City of Visalia, a charter law city (“City’) and Road 88 LLC, (hereinafter “Owner”):

RECITALS

WHEREAS, Owners are the record owners of the property, currently located in the unincorporated area of the County of Tulare, legally described in Exhibit A and depicted in Exhibit B, which are attached hereto and incorporated herein by reference (hereinafter referred to as the “Property”); and

WHEREAS, the Property is adjacent to and contiguous to the existing corporate boundary of the City, but is not situated within the limits of any municipality; and

WHEREAS, Owner desires to have the Property annexed to the City and to have the Property zoned as R-1-5 (Single-family Residential, 5,000 square foot minimum lot size) and Q-P (Quasi-Public) which would permit the Property to be used for land uses consistent with the Low Density Residential and Parks/Recreation General Plan land use designations; and

WHEREAS, the Property consists of approximately 40.4 acres, and no electors reside thereon; and

WHEREAS, proper applications have been filed with the City for approval of the annexation and for the legal subdivision of the lot, as may be required for the Property; and

WHEREAS, the City has, by a resolution requesting initiation of proceedings to annex territory (“Resolution”) adopted on _____, 2023, initiated proceedings to annex the Property; and

WHEREAS, in certain annexation proceedings Williamson Act issues arise which require indemnification of LAFCO, in said event, City requires indemnification from Developer; and

WHEREAS, finding __ of Resolution No. 2023-___ initiating annexation requires entry into this Annexation Agreement prior to the City submitting an application to the Local Area Formation Commission to commence the proposed annexation; and

WHEREAS, Owner acknowledges that during the term of this Agreement the Property will be subject to all ordinances, resolutions, and other regulations of

Resolution 2022-34
Exhibit "B"

the City, as they may be amended from time to time, as well as state and federal statutes and regulations, as they may be amended.

WHEREAS, the City is authorized by its police powers to protect the health, safety and welfare of the community, and is entering into this Agreement and executing such authority for said purpose; and

WHEREAS, nothing contained in this Agreement shall constitute a waiver of the City's legislative, governmental, or police powers to promote and protect the health, safety and welfare of the City and its inhabitants, nor shall this Agreement prohibit the enactment or increase by town of any tax, fee, or charge.

NOW, THEREFORE, in consideration of the above Recitals and the following Covenants, it is agreed by and between the parties as follows:

I. AGREEMENT

A. Parties. The parties to this Agreement are the City and Owner.

B. Incorporation of Recitals. The parties confirm and incorporate the foregoing Recitals into this Agreement.

C. Purpose/Limits of Agreement. A specific purpose of this Agreement is to set forth specific terms and conditions of annexation of the Property to City.

II. TERMS AND CONDITIONS OF ANNEXATION; PURPOSE OF AGREEMENT

Generally, each party to this Agreement is benefited and burdened by detachment from the County and annexation to the City. Owner will obtain a variety of services from City and City will obtain additional tax revenues. City has adopted ordinances, regulations, and policies concerning design, improvement, construction, development and use of property within the City. Nothing contained in this Agreement shall constitute a waiver of City's legislative, governmental, or police powers to promote and protect the health, safety, and welfare of City and its inhabitants, nor shall this Agreement prohibit the enactment or increase by City of any tax or fee. The purpose of this Agreement is to spell out additional conditions to which Owner will be subject following annexation and prior to development within the City due to the burden placed on City by Owner's desired annexation:

A. Water Acquisition Policy: Although City's current water service provider, California Water Service, continues to issue will-serve letters, City's Council is aware of the steadily decreasing level of water in the City's underground water aquifers and has determined that increasing development is contributing to this serious problem. Therefore, City's Council has studied the issue and investigated possible solutions in order that it may continue to assure citizens that there will be water

available to serve the community's needs. City's Council is actively engaged in water replenishment activities with the Kaweah Delta Water Conservation District and it has adopted a policy, as set forth in Chapter 16.54 of the Visalia Municipal Code, which requires annexation applicants to convey title to water rights to City upon annexation and/or to pay a fee to City (pursuant to an adopted fee schedule) so that City may acquire water for groundwater replenishment and storage in order to serve new development that comes with annexation, including development of the Property (the "Water Acquisition Policy"). Therefore, Owner agrees that, at the time that LAFCO issues a Certificate of Completion finalizing the annexation (and upon the running of all applicable statutes of limitation related thereto), Owner will comply with the Water Acquisition Policy by entering into an agreement with City to either (i) convey to City those water rights vested in the Property, if any, (ii) agree to pay City a fee in lieu thereof, (iii) agree to some combination of an in lieu fee payment and water right conveyance, or (iv) to comply by any other method allowed by the Water Acquisition Policy, provided that such agreement includes a condition precedent requiring City's water supplier to agree to serve the Property with potable water in amount sufficient to meet Owner's reasonably anticipated total water demand for the Property, as determined by a valid water supply assessment prepared pursuant to California Water Code § 10910 *et seq*. No post-annexation permit or entitlement approvals concerning the Property will be issued by City unless and until Owner complies with the Water Acquisition Policy in a manner consistent with this subsection II(A). Owner agrees that it shall identify all water rights which, to the best of Owner's knowledge, have been used by Owner or its agents in connection with the Property, regardless of whether they are considered "vested" in the Property, and shall comply with the Water Acquisition Policy by entering into an agreement with City to convey such rights, if any, to City. City shall cooperate with Owner in valuing such water rights for the purposes of determining the amount of offset to be applied against the in lieu fee as required pursuant of the Water Acquisition Policy. Owner further agrees that City shall have first right of refusal in acquiring upon mutually acceptable terms any water rights that Owner owns that may be in addition to those required to meet Owner's obligations under the Water Acquisition Policy. City agrees that water rights need not be conveyed and in lieu fees shall not be made payable until City's issuance of one or more parcel maps or final subdivision maps covering the Property and, in the event Owner applies to City for its approval of multiple final maps covering the Property, City agrees such water rights conveyance or fee payment obligation shall be allocated on a pro rata basis to each phase of development covered by each final subdivision map, with conveyance of water rights or payment to be made on a per map basis upon City's issuance of each final subdivision map covering the Property.

B. General Plan Maintenance Fee: On June 21, 2004, the City adopted (by Resolution 2004-63, as corrected) a General Plan Maintenance Fee. Owner agrees that, at the time LAFCO issues a Certificate of Completion finalizing the annexation (and upon the running of all applicable statutes

of limitation related thereto), Owner will enter into an agreement with City to pay the General Plan Maintenance Fee in an amount equal to $427 per acre and no post-annexation permit or entitlement approvals concerning the Property will be issued unless and until said agreement is executed. City agrees that such fee shall not be made payable until City's issuance of one or more final subdivision maps covering the Property and, in the event Owner applies to City for its approval of multiple final maps covering the Property, City agrees such fee payment obligation shall be allocated on a pro rata basis to each phase of development covered by each final subdivision map, with payment to be made on a per map basis upon City's issuance of each final subdivision map covering the Property. Owner's satisfaction of its obligations under this Section II(B) will satisfy any and all of Owner's obligations related to and arising under the General Plan Maintenance Fee.

C. Plan For Providing Services. The parties agree to cooperate in, and to take such actions as may be necessary to ensure, the diligent preparation of a Plan For Providing Services to the Property, to be submitted to LAFCO along with City's annexation application, in accordance with Cortese-Knox-Hertzberg Act requirements.

Developer understands and agrees that building permits and other entitlements for development on the Property will not be issued unless and until each and every condition herein is met.

III. TERM

The term of this Agreement shall become effective when fully executed by the parties hereto (the "Effective Date") and continue for a period of twenty (20) years. This Agreement shall terminate if (a) the annexation proceedings are terminated for any reason; or (b) the completion of the annexation (recordation of a Certificate of Completion) does not occur on or before one (1) year from the Effective Date. Any indemnification provision included herewith shall survive termination and continue until expiration of the statute of limitations applicable to the subject matter thereof.

IV. DEFAULT, REMEDIES AND ENFORCEMENT

In the event of breach or default of any term, condition, covenant or obligation of this Agreement by either party, the other party may exercise any rights available at law or in equity, including an action for specific performance or other injunctive relief, and all such remedies shall be cumulative. This Agreement shall be enforceable, unless lawfully terminated or cancelled, by any party to the Agreement or any party's successor in interest, notwithstanding any subsequent changes in any applicable law adopted by the City which alters or amends the laws, ordinances, resolutions, rules or policies frozen by this Agreement.

V. INDEMNIFICATION

Owner agrees to indemnify and hold harmless City and the City's officers, employees, agents, and contractors, from and against all liability, claims, causes of actions, and demands, including attorney's fees and court costs, which arise out of or are in any manner connected with this Agreement or its operation, or with any other action annexation or other action determined necessary or desirable by the City in order to effectuate the annexation of Owner's property, or which are in any manner connected with the City's enforcement of this Agreement. Owner further agrees to investigate, handle, respond to, and to provide defense for and defend against or at the City's option to pay the attorney's fees and court costs, which arise out of or are in any manner connected with this Agreement or its operation.

VI. MISCELLANEOUS

a. Binding Effect/Covenants to Run With Land. The Parties hereto agree to be bound by this Agreement. This Agreement shall be binding upon and shall inure to the benefit of the heirs, transferees, successors and assigns of the parties hereto. The terms and conditions stated herein shall constitute covenants running with the land.

b. Assignment. Neither party shall assign, delegate or transfer their rights and duties in this Agreement without the written consent of the other party.

c. Authorized Signatory. The individuals executing this Agreement, by their signature hereto, declare that they are authorized to, and have the legal power, right and actual authority to bind the party to the terms and conditions of this Agreement.

d. Notices. All notices under this Agreement shall be effective upon personal delivery to City, or Owner, as the case may be, three (3) business days after deposit in the United States Mail, postage fully prepaid, addressed to the respective parties as follows:

To the City:
City Manager
City of Visalia
220 N. Santa Fe Street
Visalia, CA 93292

With Copy to:
Kenneth J. Richardson
City Attorney
Peltzer & Richardson
3746 West Mineral King Avenue
Visalia, CA 93291

To Owner:
Road 88 LLC
_____
_____

Or such other address as the parties may from time to time designate by giving notice as required hereunder.

e. Entire Agreement. This Agreement represents the entire agreement between the City and Owner as to its subject matter and no prior oral or written understanding shall be of any force or affect.

f. Amendment. No part of this Agreement may be modified without the written consent of both parties.

g. Headings. Section headings are provided for organizational purposes only and do not in any manner affect the scope, meaning, or intent of the provisions under the heading.

h. No Third Party Beneficiaries Intended. Except as provided herein, the parties of this Agreement do not intend to provide any other party with any benefit or enforceable legal or equitable right or remedy.

i. Exhibits and Recitals. The recitals and any exhibits to this Agreement are fully incorporated by reference and are integral parts of this Agreement.

j. Conflict With Laws or Regulations/Severability. This Agreement is subject to all applicable laws and regulations. If any provision(s) of this Agreement is found by any court or other legal authority, or is agreed by the parties, to be in conflict with any code or regulation governing this subject, the conflicting provision(s) shall be considered null and void. If the effect of nullifying any conflicting provision is such that a material benefit of the Agreement to either party is lost, the Agreement may be terminated at the option of the effected party. In all other cases, the remainder of the Agreement shall continue in full force and effect.

k. Waiver. A waiver of any breech of this Agreement by any party shall not constitute a continuing waiver or a waiver of any subsequent breech of the same or any other provision of this Agreement.

l. Choice of Law - Venue. This Agreement shall be governed by the laws of the State of California and any questions arising hereunder shall be construed or determined according to such law. Venue for any legal action arising from or in connection with this Agreement or the Property shall be in Tulare County, California.

m. Attorneys Fees. In the event either party commences any action, arbitration or legal proceedings for the enforcement of this Agreement, the prevailing party, as determined by the court or arbitrator, shall be entitled to recovery of its reasonable fees and costs, including attorneys fees, court costs and arbitration costs incurred in the action brought thereon.

n. No Agency, Joint Venture or Partnership. It is understood that this Agreement is a contract that has been negotiated and voluntarily entered into by City and Owner and that Owner is not an agent of City. City and Owner hereby renounce the existence of any form of joint venture or partnership between them, and agree that nothing contained herein or in any document executed in connection therewith shall be construed as making City and Owner joint venturers or partners.

o. Excusable Delays; Extension of Time of Performance. In the event of delays due to strikes, inability to obtain materials, civil commotion, fire, war, terrorism, lockouts, third-party litigation or other legal challenges regarding the annexation, riots, floods, earthquakes, epidemic, quarantine, freight embargoes, failure of contractors to perform, or other circumstances beyond the reasonable control of the parties and which cause substantially interferes with the ability of either party to perform its obligations under this Agreement, then the time for performance of any such obligation shall be extended for such period of time as the cause of such delay shall exist but in any event not longer than for such period of time.

p. Further Assurances. The parties will execute and deliver, upon demand by the other party, such further documents, instruments and conveyances, and shall take such further actions as such other party may request from time to time to document the transactions set forth herein.

q. Recordation of Agreement; Counterparts. This Agreement, or an abstract of its material terms and conditions shall be recorded by either party in the Official Records of the Tulare County Recorder. This Agreement may be executed in counterparts and, when all counterparts are combined, shall constitute a single agreement.

/////

IN WITNESS WHEREOF, the parties have executed this Agreement on the date set forth next to their signature.

CITY

Date: _____ By: _____
Leslie Caviglia, City Manager

Attest:

Date: _____ By: _____
Michelle Nicholson, City Clerk

Approved as to Form:

Date: _____ By: _____
Kenneth J. Richardson,
City Attorney

OWNER

Date: _____ By: _____
Road 88 LLC

RESOLUTION NO 2022-35

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING SHEPHERDS RANCH II TENTATIVE SUBDIVISION MAP NO. 5589: A REQUEST TO SUBDIVIDE A 40.44-ACRE PARCEL INTO 200 LOTS FOR SINGLE-FAMILY RESIDENTIAL USE AND ADDITIONAL LOTS FOR LANDSCAPING, PARK, AND TRAIL PURPOSES, TO BE LOCATED WITHIN THE R-1-5 (SINGLE-FAMILY RESIDENTIAL 5,000 SQUARE FOOT MINIMUM LOT AREA) AND QP (QUASI-PUBLIC) ZONE DESIGNATIONS. THE PROJECT SITE IS LOCATED ON THE EAST SIDE OF ROAD 88, APPROXIMATELY ¼ MILE SOUTH OF WEST GOSHEN AVENUE. (APN: 081-030-080)

WHEREAS, Shepherds Ranch II Tentative Subdivision Map No. 5589 is a request to subdivide a 40.44-acre parcel into 200 lots for single-family residential use and additional lots for landscaping, park, and trail purposes, to be located within the R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations. The project site is located on the east side of Road 88, approximately ¼ mile south of West Goshen Avenue. (APN: 081-030-080); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, held a public hearing before said Commission on June 26, 2023; and

WHEREAS, the Planning Commission of the City of Visalia finds the Shepherds Ranch II Tentative Subdivision Map No. 5589 in accordance with Chapter 16.16 of the Subdivision Ordinance of the City of Visalia, based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project; and

NOW, THEREFORE, BE IT RESOLVED that Mitigated Negative Declaration No. 2023-32 was prepared for Annexation No. 2022-04, Tentative Parcel Map No. 2022-03, and Shepherds Ranch II Tentative Subdivision Map No. 5589 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed location and layout of the Shepherds Ranch II Tentative Subdivision Map No. 5589, its improvement and design, and the conditions under which it will be maintained, is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 40-acre project site, which is the site of the proposed 200 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states “ensure that growth occurs

in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

2. That the proposed Shepherds Ranch II Tentative Subdivision Map No. 5589, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent light industrial land uses based on the inclusion of improvements to the north that include a linear park and sound wall. The project site is bordered by existing residential development to the east and south.

3. That the site is physically suitable for the proposed tentative subdivision map. The project is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision itself is designated as Low Density Residential and developed at a density of 4.94 units per acre.

4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the proposed Low Density Residential General Plan Land Use Designation and is being developed at a density of 5.29 units per acre. The design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 200-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement.

5. That the design of the proposed subdivision and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The 200-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording.

6. The proposed location of the tentative subdivision map is in accordance with the Visalia General Plan and the objectives of the Zoning and Subdivision Ordinances. The proposed location of the subdivision is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. Multiple General Plan policies identify the implementation of development standards to ensure that new single-family residential development will contribute to positive land use compatibility. The size of the property combined with the number of residential lots proposed is consistent and compatible with existing surrounding residential development.

   The proposed project will result in the creation of a new single-family residential development at a density of 4.94 units per acre, which is consistent with General Plan land use designation of Low Density Residential and the R-1-5 zoning designation that will be applied to the site when annexed into the city limits.

7. The Housing Accountability Act (Government Code Section 66589.5) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact. There is no evidence that the project would cause quantifiable significant unavoidable impacts on public health and safety. The project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance and development standards.
8. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2023-32 is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the tentative subdivision map on the real property herein above described in accordance with the terms of this resolution under the provisions of Section 16.16.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2021-22* incorporated herein by reference.
2. That the Shepherds Ranch II Tentative Subdivision Map No. 5589 be prepared in substantial compliance with the subdivision map in Exhibit "A".
3. That the subdivision map incorporate a linear park and 7-foot tall wall in Outlot C of the tentative subdivision map as depicted in Exhibit "E" that contains trees, landscaping, irrigation, playground equipment (tot lot), picnic area, and trail improvements. Park improvements shall be installed as follows:
    a. A permit application for the improvement plans for the portion of the park and wall located north of Lots 69, 74, and 75 shall be submitted to the City prior to the issuance of the first building permit for a dwelling unit within Phase 1 of the subdivision (as depicted in Exhibit "A"), and the permit application shall be issued and installation of improvements shall commence prior to the final of the first building permit for a dwelling unit within the subdivision.
    b. A permit application for the improvement plans for the remaining portion of the park and wall located within Phase 2 shall be submitted to the City prior to the issuance of the first building permit for a dwelling unit within Phase 2 of the subdivision (as depicted in Exhibit "D"), and the permit application shall be issued and installation of improvements shall commence prior to the final of the first building permit for a dwelling unit within Phase 2.

4. That all lots that are a minimum of 5,000 square feet in area shall comply with the R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) zone district standards for the front, side, street side yard, and rear yard setbacks.
5. That the block walls located within the landscape and lighting district Outlots A and B shall transition to three-foot height adjacent to the street side yard setbacks for Lots 1 and 200 of Exhibit "A".
6. That a concrete block or masonry wall shall be erected and/or improved along the north property line of the Project that is shared with adjacent Light Industrial-designated land uses to a height not less than seven (7) feet.
7. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2023-32 are hereby incorporated as conditions of the Shepherds Ranch II Tentative Subdivision Map # 5589, including but not limited to:

    - Prior to final map recordation, the Developer shall record a covenant on all lots to disclose noise exposure from the stationary industrial equipment adjacent to the Project site. The covenant will ensure future residential property owners are notified of the potential noise impacts as follows:

      "Property owner(s) of lots within the Shepherds Ranch I / Shepherds Ranch II Project are hereby notified that noise levels from adjacent industrial operations may exceed the City of Visalia 2030 General Plan and Municipal Code daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, respectively."
8. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
9. That the Project shall have its final maps recorded in the phasing succession (i.e. Phase 1, Phase 2, Phase 3) shown on Exhibit "C", and that no final map shall record prior to the final map recording of all lots associated with the Shepherds Ranch I Tentative Subdivision Map #5581.
10. That approval of the Shepherds Ranch II Tentative Subdivision Map No. 5589 shall not become effective unless Annexation No. 2022-04, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO) and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-04.
11. That all applicable federal, state, regional, and city policies and ordinances be met.

RESOLUTION NO. 2022-36

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2022-03, A REQUEST TO SUBDIVIDE 40.44 ACRES INTO THREE PARCELS FOR PHASING AND FINANCING PURPOSES TO BE LOCATED WITHIN THE R-1-5 (SINGLE-FAMILY RESIDENTIAL 5,000 SQUARE FOOT MINIMUM LOT AREA) AND QP (QUASI-PUBLIC) ZONE DESIGNATIONS. THE PROJECT SITE IS LOCATED ON THE EAST SIDE OF ROAD 88, APPROXIMATELY ¼ MILE SOUTH OF WEST GOSHEN AVENUE. (APN: 081-030-080)

WHEREAS, Tentative Parcel Map No. 2022-03, is a request to subdivide 40.44 acres into three parcels for phasing and financing purposes to be located within the R-1-5 (Single-family Residential 5,000 square foot minimum lot area) and QP (Quasi-Public) zone designations. The project site is located on the east side of Road 88, approximately ¼ mile south of West Goshen Avenue. (APN: 081-030-080); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on June 26, 2023; and

WHEREAS, the Planning Commission of the City of Visalia finds Tentative Parcel Map No. 2022-03, as conditioned, in accordance with Section 16.28.070 of the Visalia Municipal Code based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project; and

NOW, THEREFORE, BE IT RESOLVED that Mitigated Negative Declaration No. 2023-32 was prepared for Annexation No. 2022-04, Tentative Parcel Map No. 2022-03, and Shepherds Ranch II Tentative Subdivision Map No. 5589 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed location and layout of the Shepherds Ranch II Tentative Subdivision Map No. 5589, its improvement and design, and the conditions under which it will be maintained, is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 40-acre project site, which is the site of the proposed 200 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states “ensure that growth occurs in a compact and concentric fashion by implementing the General Plan’s phased growth strategy.”
2. That the proposed Shepherds Ranch II Tentative Subdivision Map No. 5589, its improvement and design, and the conditions under which it will be maintained will not

be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent light industrial land uses based on the inclusion of improvements to the north that include a linear park and sound wall. The project site is bordered by existing residential development to the east and south.

3. That the site is physically suitable for the proposed tentative subdivision map. The project is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision itself is designated as Low Density Residential and developed at a density of 4.94 units per acre.

4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the proposed Low Density Residential General Plan Land Use Designation and is being developed at a density of 5.29 units per acre. The design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 200-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement.

5. That the design of the proposed subdivision and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The 200-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording.

6. The proposed location of the tentative subdivision map is in accordance with the Visalia General Plan and the objectives of the Zoning and Subdivision Ordinances. The proposed location of the subdivision is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. Multiple General Plan policies identify the implementation of development standards to ensure that new single-family residential development will contribute to positive land use compatibility. The size of the property combined with the number of residential lots proposed is consistent and compatible with existing surrounding residential development.

   The proposed project will result in the creation of a new single-family residential development at a density of 4.94 units per acre, which is consistent with General Plan land use designation of Low Density Residential and the R-1-5 zoning designation that will be applied to the site when annexed into the city limits.

7. The Housing Accountability Act (Government Code Section 66589.5) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's

application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact. There is no evidence that the project would cause quantifiable significant unavoidable impacts on public health and safety. The project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance and development standards.

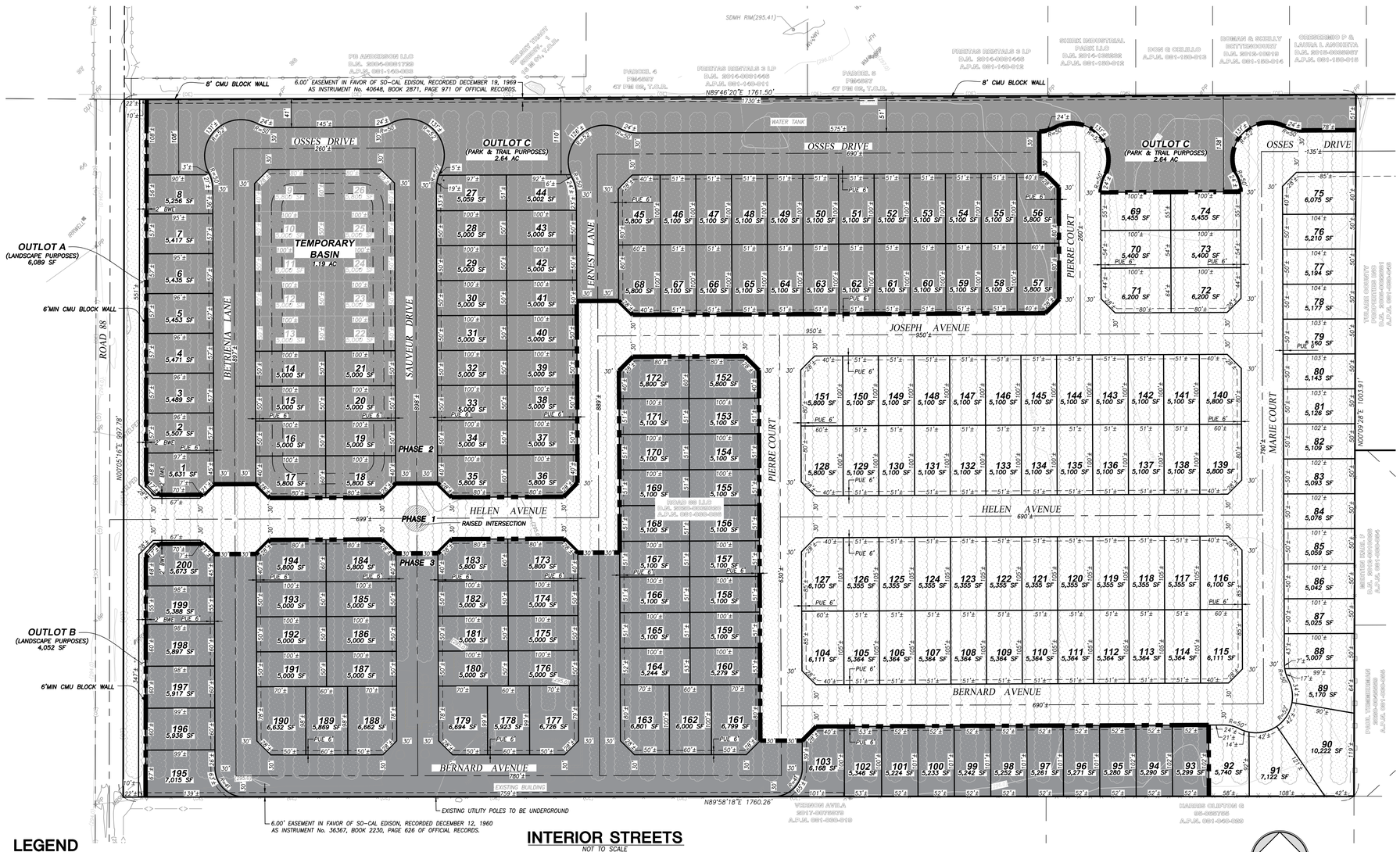
8. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2023-32 is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approved the parcel map on the real property herein above described in accordance with the terms of this resolution under the provision of Section 16.28.070 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2021-229.
2. That Tentative Parcel Map No. 2022-03 be prepared in substantial compliance with Exhibit “C”.
3. That approval of the Tentative Parcel Map No. 2022-03 shall not become effective unless Annexation No. 2022-04, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO) and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-04.
4. That all other federal, state and city codes, ordinances and laws be met.

TENTATIVE SUBDIVISION MAP
SHEPHERDS RANCH II

A PORTION OF THE NORTHEAST QUARTER OF SECTION 28, T.18S., R.24E., MOUNT DIABLO BASE AND MERIDIAN, IN THE UNINCORPORATED AREA OF THE COUNTY OF TULARE, STATE OF CALIFORNIA.



PROJECT SITE INFORMATION

APN:
081-030-080-000

RECORD OWNERSHIP:
ROAD 88, LLC
P.O. BOX 964
VISALIA, CA 93279

SUBDIVIDER/APPLICANT:
D.R. HORTON CA3, INC.
419 W. MURRAY AVENUE
VISALIA, CA 93291
(559) 636-9850

LEGAL DESCRIPTION

PER PRELIMINARY TITLE REPORT ORDER NO. 0131-824447-II DATED MAY 16, 2022:
REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF TULARE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, COUNTY OF TULARE, STATE OF CALIFORNIA:

COMMENCING AT THE EAST QUARTER CORNER OF ABOVE SAID SECTION 28, AS SHOWN ON THE MAP FILED IN BOOK 20 OF PARCEL MAPS, AT PAGE 9, TULARE COUNTY RECORDS; THENCE NORTH 0°00'04" WEST ALONG THE EAST LINE OF SAID SECTION 28, A DISTANCE OF 330.00 FEET; THENCE SOUTH 89°48'56" WEST PARALLEL WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 28, SAID PARALLEL LINE ALSO BEING THE SOUTH LINE OF PARCEL 2 SHOWN ON ABOVE SAID PARCEL MAP, A DISTANCE OF 880.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 2 AND THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89°48'56" WEST, A DISTANCE OF 1,760.11 FEET TO THE POINT OF INTERSECTION WITH WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 28; THENCE NORTH 0°03'55" WEST, A DISTANCE OF 997.48 FEET TO THE SOUTHWEST CORNER OF LOT 36 OF KELSEY TRACT NO. 1 AS SHOWN ON THE MAP FILED IN BOOK 16 OF MAPS, AT PAGE 4, TULARE COUNTY RECORDS; THENCE NORTH 89°39'56" EAST ALONG THE SOUTH LINE OF LOTS 36, 35 AND 34 OF SAID KELSEY TRACT NO. 1, A DISTANCE OF 1,761.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTHERLY PROJECTION OF THE WEST LINE OF PARCEL 1 AS SHOWN ON THE MAP FILED IN BOOK 20 OF PARCEL MAPS AT PAGE 9, TULARE COUNTY RECORDS; THENCE SOUTH 0°00'04" EAST ALONG THE LAST SAID NORTHERLY PROJECTION AND THE WEST LINE OF PARCELS 1 AND 2 AS SHOWN ON LAST SAID PARCEL MAP, A DISTANCE OF 1,003.64 FEET TO THE POINT OF BEGINNING.

THIS LEGAL DESCRIPTION IS MADE PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED JANUARY 4, 2022, AS INSTRUMENT NO. 2022-0000663, OF OFFICIAL RECORDS.

APN: 081-030-036-000 (AFFECTS THIS AND OTHER PROPERTIES) AND 081-030-080-000 (NEW APN NOT YET ASSESSED)

UTILITIES

SOUTERN CALIFORNIA EDISON:
MISAEL IBARRA
2425 S. BLACKSTONE STREET, TULARE, CA 93274
O: 559-684-3532
C: 559-801-1272
misael.ibarra@sce.com

AT&T:
ERIN PECTOL
217 W. ACEQUIA AVENUE, VISALIA, CA 93291
O: 559-739-6649
C: 559-737-1637
ep8545@att.com

SOUTHERN CALIFORNIA GAS COMPNAY:
JUAN MEJORADO
404 N. TIPTON STREET, VISALIA, CA 93292
O: 559-739-2317
JMMejorado@socalgas.com

COMCAST:
MICHAEL CORRAL
1031 N. PLAZA DRIVE, VISALIA, CA 93291
O: 559-735-2104
C: 559-217-9003
Michael_Corral@comcast.com

PHASING & LOT INFORMATION

THE APPLICANT RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT. PHASE LINES SHOWN HEREON ARE PLANNED, AND SUBJECT TO CHANGE.

PHASE 1	PHASE 2	PHASE 3
72	68	60

TOTAL LOTS - 200

SETBACKS

5,000 SF LOTS

FRONT: *15' TO LIVING*
22' TO GARAGE

SIDE: *10' FOR CORNER LOTS*
5' EVERYWHERE ELSE

REAR: *25'*

ACREAGE AND LAND USE

	NO. OF UNITS	GROSS ACRES	GROSS DENSITY UNITS/ACRE	PROPOSED ZONE
5,000 SF LOTS:	200	24.673	8.07	R-1-5
OUTLOTS A & B – LANDSCAPE:	2	0.233	N/A	VARIOUS
OUTLOT C – PARK & TRAIL (PUBLIC):	1	2.633	N/A	OP
RIGHT OF WAY:		12.919	N/A	VARIOUS
TOTALS:	203	40.458		

NOTES

1. *DATE OF PREPARATION: MARCH 9, 2022 (UPDATED MAY 31, 2022)*
2. *ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE*
3. *EXISTING LAND USE: AG*
4. *PROPOSED LAND USE: R-1-5 (100% OF SITE)*
5. *IMPROVEMENTS TO CONFORM TO APPLICABLE ORDINANCES & STATUTES*
6. *EASEMENTS FOR PUBLIC UTILITIES TO BE PROVIDED AS REQUIRED*
7. *AREA OF OUTLOT C = 10.7% OF AREA OF RESIDENTIAL LOTS PLUS OUTLOT C*
8. *8' CMU BLOCK WALL AT THE NORTHERN PROPERTY LINE.*
9. *6' MIN CMU BLOCK WALL ON THE EAST LINES OF OUTLOTS A AND B. THE BLOCK WALL WILL ALSO WRAP AROUND TO THE SIDE YARDS OF LOTS 1 AND 200.*

FLOOD ZONE NOTE

THE SUBJECT SITE IS WITHIN FLOOD ZONES AE AND X AS SHOWN ON FEMA FIRM PANEL 06107C0928E, EFFECTIVE 6/16/2009.

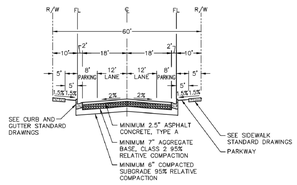
LEGEND

GUY	GUY WIRE
IRRWELL	IRRIGATION WELL
HB	HOSE BIB
MBS	MAILBOX (SINGLE)
PALM	PALM TREE
PP	POWER POLE
SDMH	STORM DRAIN MANHOLE
SP	STAND PIPE
TEL PED	TELEPHONE PEDESTAL
TP	TELEPHONE POLE
TREE	TREE
WELL	DOMESTIC WELL
WV	WATER VALVE
WM	WATER METER
	WALNUT TREE ROW
A.P.N.	ASSESSOR'S PARCEL NUMBER
BWE	BLOCK WALL EASEMENT
CL	CENTERLINE
CMU	CONCRETE MASONRY UNIT
D.N.	DOCUMENT NUMBER PER OFFICIAL RECORDS OF TULARE COUNTY
FL	FLOW LINE
PP	POWER POLE
PUE	PUBLIC UTILITY EASEMENT
R/W	RIGHT OF WAY
T.C.R.	TULARE COUNTY RECORDS
XX M YY	VOLUME XX OF M, PAGE YY, T.C.R.
XX PM YY	BOOK XX OF PARCEL MAPS, PAGE YY, T.C.R.

	CMU BLOCK WALL
	SUBDIVISION BOUNDARY
	PROPOSED PARCEL LINE
	PROPOSED CENTER LINE
	EXISTING RIGHT OF WAY LINE
	ADJACENT PARCEL LINES
	SOUTHERN CALIFORNIA EDISON EASEMENT
	PUBLIC UTILITY EASEMENT
	PHASE LINE
(252.0)	EXISTING CONTOUR
	EXISTING EDGE OF DIRT ROAD
	EXISTING EDGE OF PAVEMENT
OHE	EXISTING OVERHEAD ELECTRIC LINE
	FENCE, BARBED WIRE
	FENCE, WIRE
	FENCE, CHAINLINK
	FENCE, WOOD
	FENCE, PIPE
(OE)	ELECTRICAL LINE (OVERHEAD)
(G)	HIGH-PRESSURE GAS LINE
(SD)	STORM DRAIN LINE
(OT)	TELEPHONE LINE (OVERHEAD)
	PHASE 1
	PHASE 2
	PHASE 3

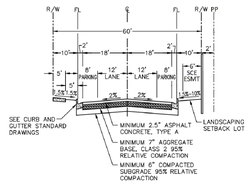
INTERIOR STREETS

NOT TO SCALE
PER CITY STD. P-1



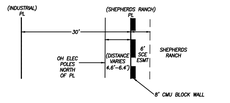
BERNARD AVENUE

NOT TO SCALE



NORTH BOUNDARY DETAIL

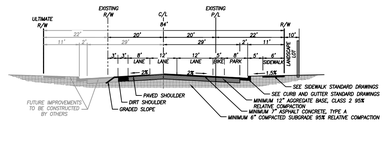
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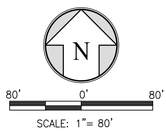


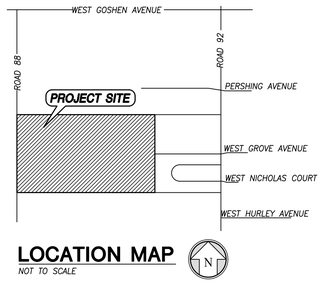
2 LANE COLLECTOR

ROAD 88 (LOOKING NORTH)

NOT TO SCALE
PER CITY STD. P-3







LOCATION MAP

NOT TO SCALE

601 POLLASKY AVE., STE. 301 TEL: (559) 449-2400
CLOVIS, CA 93612 WWW.QKAE.COM
LAND SURVEYOR: ANTONIO WESTERLUND, PLS

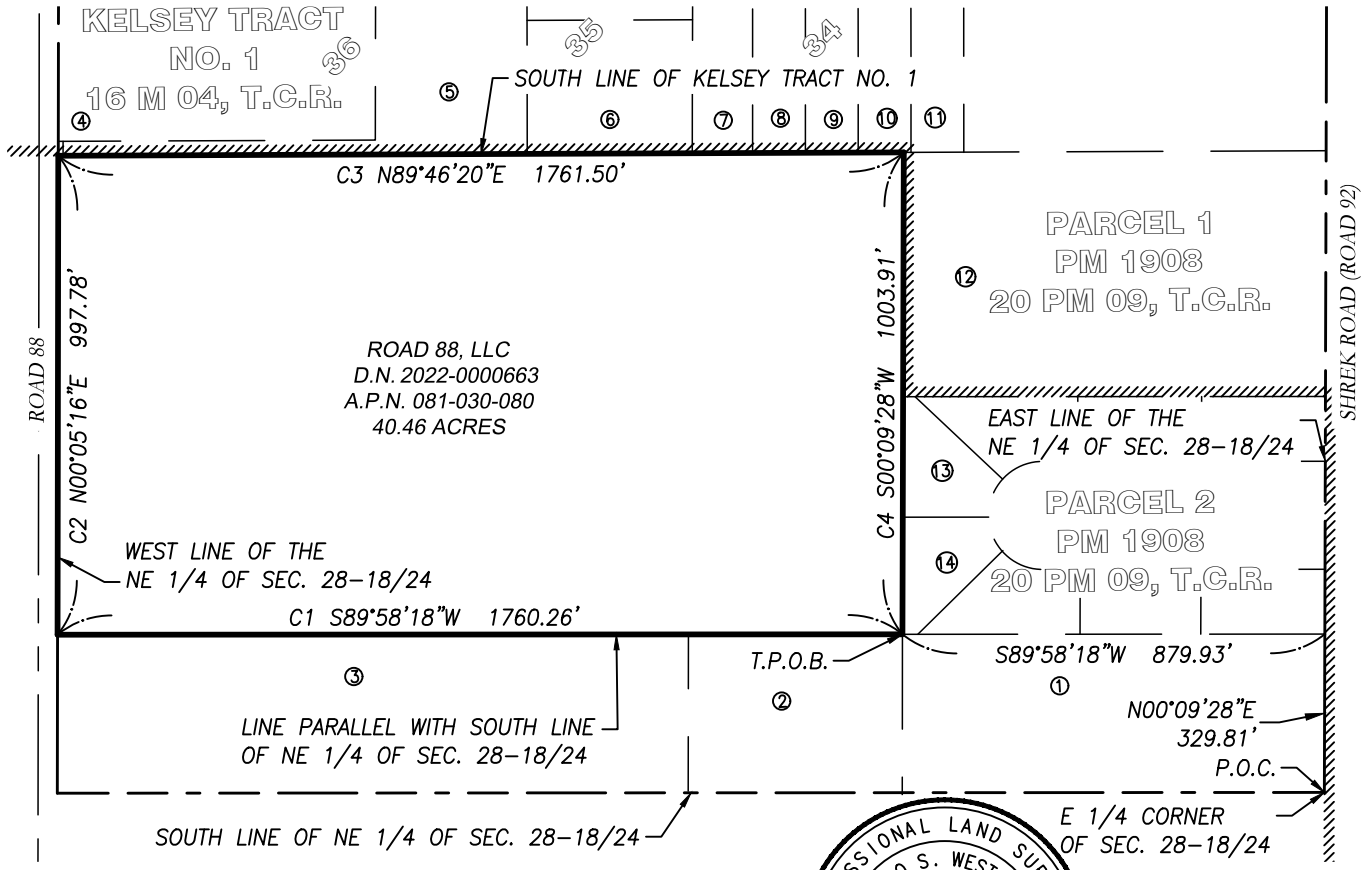
L:\PROJECTS\2021\210315\CAD\TENTATIVE MAP\210315 - TSM.DWG 7/19/2022 1:48 PM

Exhibit "A"

ANNEXATION NO. _____

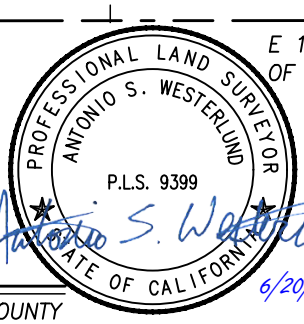
THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF TULARE, STATE OF CALIFORNIA.
AREA: 40.46 ACRES

ANNEXATION TO THE CITY OF VISALIA AND DETACHMENT FROM TULARE COUNTY SERVICE AREA #_



NOTE:
SEE SHEET 2
FOR ALL ADJACENT PROPERTY
ASSESSOR PARCEL NUMBERS

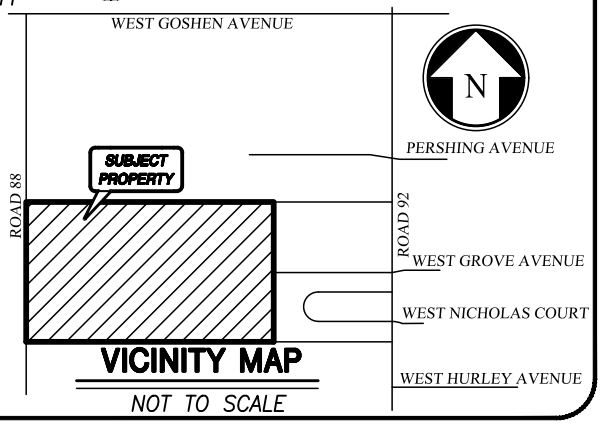




6/20/2022

LEGEND

D.N.	DOCUMENT NUMBER PER OFFICIAL RECORD OF TULARE COUNTY
T.C.R.	TULARE COUNTY RECORDS
XX M YY	BOOK XX OF MAPS, PAGE YY, T.C.R.
XX PM YY	BOOK XX OF PARCEL MAPS, PAGE YY, T.C.R.
⑭	SEE SHEET 2 FOR APN TABLE
	EXISTING PARCEL LINES
	EXISTING CITY LIMITS
	AREA BEING ANNEXED
	RIGHT-OF-WAY
P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
C1	COURSE CALL



L:\PROJECTS\2021\210315\ACAD\LEGALS\ANNEXATION\210315-ANNEX.DWG 6/15/2022 4:45 PM

PROJECT NO.:	210315
DRAWN BY:	TKF
QA/QC BY:	RCO
SCALE:	1" = 400'
SHEET NO.:	1 OF 2

EXHIBIT B

PLAT TO ACCOMPANY DESCRIPTION
ANNEXATION
CITY OF VISALIA

601 POLLASKY AVE., STE. 301 TEL: (559) 449-2400
CLOVIS, CA 93612 WWW.QKINC.COM

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Exhibit "B"

ANNEXATION NO. _____

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF TULARE, STATE OF CALIFORNIA.
AREA: 40.46 ACRES

ANNEXATION TO THE CITY OF VISALIA AND DETACHMENT FROM TULARE COUNTY SERVICE AREA #_

ADJACENT PROPERTY OWNERS
ASSESSOR PARCEL NUMBERS

(1)	081-040-005
(2)	081-040-029
(3)	081-030-019
(4)	081-140-003
(5)	081-140-011
(6)	081-140-012
(7)	081-150-012
(8)	081-150-013
(9)	081-150-014
(10)	081-150-015
(11)	081-150-016
(12)	081-030-046
(13)	081-030-054
(14)	081-030-055

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PROJECT NO.:	210315
DRAWN BY:	TKF
QA/QC BY:	RCO
SCALE:	1" = 400'
SHEET NO.:	2 OF 2

EXHIBIT B

PLAT TO ACCOMPANY DESCRIPTION ANNEXATION

CITY OF VISALIA

601 POLLASKY AVE., STE. 301 TEL: (559) 449-2400
CLOVIS, CA 93612 WWW.QKINC.COM
© COPYRIGHT BY QUAD KNOPF, INC. UNAUTHORIZED USE PROHIBITED.

City of Visalia
Annexation No. ___

ANNEXATION TO THE CITY OF VISALIA AND DETACHMENT FROM TULARE COUNTY SERVICE AREA #__

Description for Annexation

That portion of the Southeast Quarter of the Northeast Quarter of Section 28, Township 18 South, Range 24 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, more particularly described as follows:

COMMENCING at the East Quarter corner of above said Section 28, as shown on the map filed in Book 20 of Parcel Maps, at Page 9, Tulare County Records; thence, along the east line of said Section 28, North 00°09'28" East, a distance of 329.81 feet, more or less; thence, parallel with the south line of the Northeast Quarter of said Section 28, said parallel line also being the south line of Parcel 2 shown on above said parcel map, South 89°58'18" West, a distance of 879.93 feet, more or less, to the southwest corner of said Parcel 2 and the **TRUE POINT OF BEGINNING**; thence,

C1) continuing southerly along said course, South 89°58'18" West, a distance of 1760.26 feet, more or less, to the point of intersection with the west line of the Northeast Quarter of said Section 28; thence,

C2) northerly along said west line, North 00°05'16" East, a distance of 997.78 feet, more or less, to the southwest corner of Lot 36 of Kelsey Tract No. 1 as shown on the map filed in Book 16 of Maps, at Page 4, Tulare County Records, said point also being a point on the existing City Limit line; thence,

C3) easterly along the south line of Lots 36, 35 and 34 of said Kelsey Tract No. 1 and the City Limit line, North 89°46'20" East , a distance of 1761.50 feet, more or less, to the point of intersection with the northerly prolongation of the west line of Parcel 1 as shown on the map filed in Book 20 of Parcel Maps, at Page 9, Tulare County Records, said point also being a point on the existing City Limit line; thence,

C4) southerly along said west line and City Limit line and the west line of Parcel 2 shown on above said parcel map, South 00°09'28" West, a distance of 1003.91 feet, more or less, to the **TRUE POINT OF BEGINNING**.

Containing 40.46 acres, more or less.



TENTATIVE PARCEL MAP
SHEPHERDS RANCH II

A PORTION OF THE NORTHEAST QUARTER OF SECTION 28, T.18S., R.24E., MOUNT DIABLO BASE AND MERIDIAN, IN THE UNINCORPORATED AREA OF THE COUNTY OF TULARE, STATE OF CALIFORNIA.

FOR:

D.R. HORTON, AMERICA'S BUILDER
419 W. MURRAY AVENUE
VISALIA, CA 93291
(559)636-9850

BY:

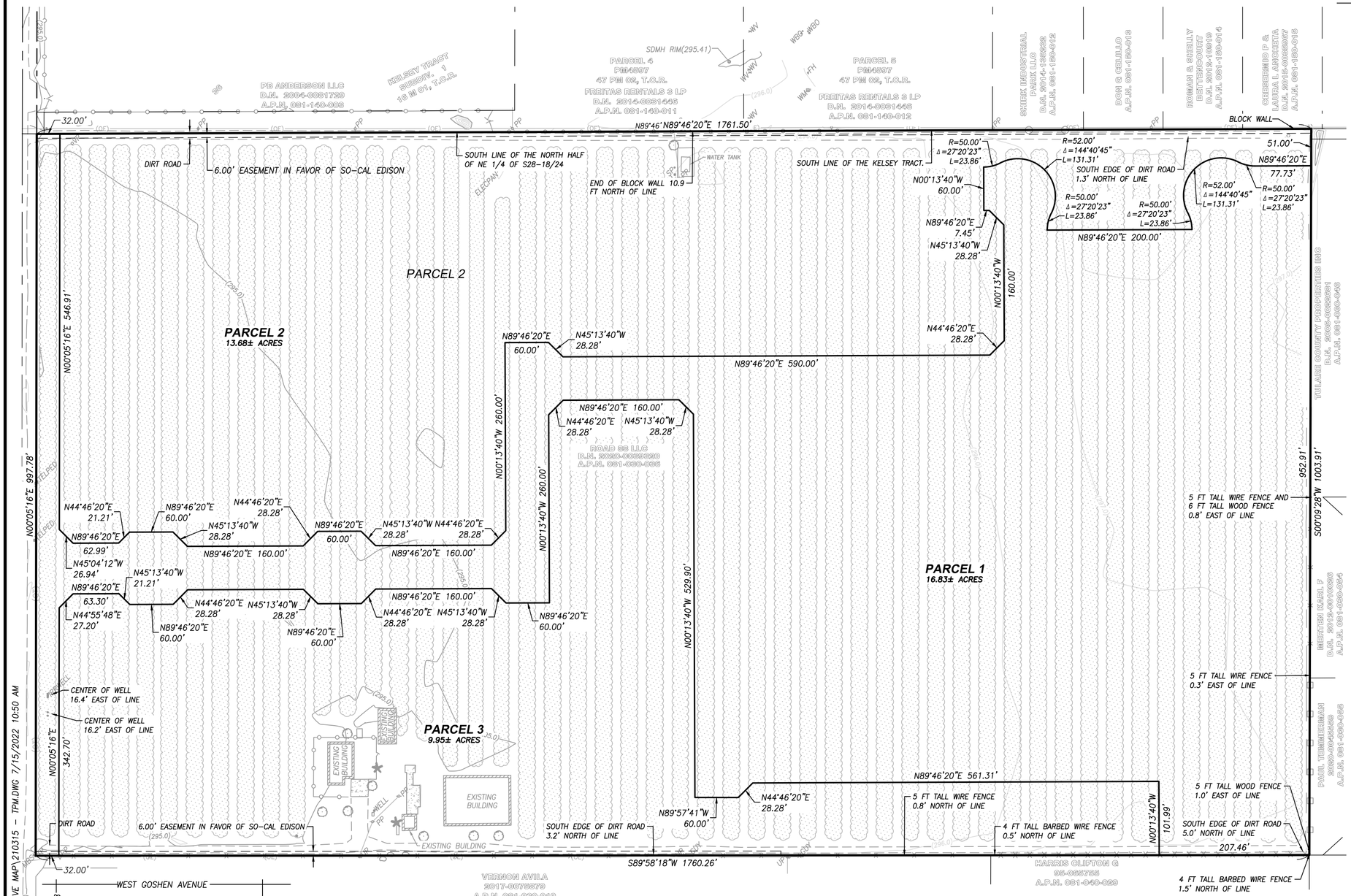
150 WEST MORTON AVENUE
PORTERVILLE, CA 93257
TEL: (559) 781-2700
WWW.QKINC.COM

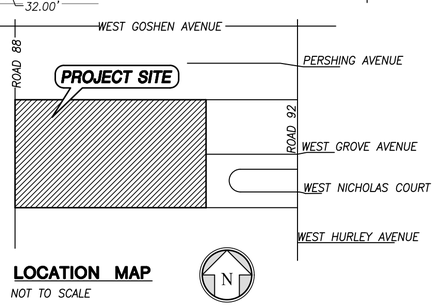
LEGEND

GUY	⟵	GUY WIRE
IRRWELL	■	IRRIGATION WELL
HB	▯	HOSE BIB
MBS	▯	MAILBOX (SINGLE)
PALM	✱	PALM TREE
PP	⟡	POWER POLE
SDMH	◍	STORM DRAIN MANHOLE
SP	○	STAND PIPE
TEL PED	⊠	TELEPHONE PEDESTAL
TP	⟡	TELEPHONE POLE
TREE	◌	TREE
WELL	■	DOMESTIC WELL
WV	⋈	WATER VALVE
WM	⊞	WATER METER
		WALNUT TREE ROW
A.P.N.		ASSESSOR'S PARCEL NUMBER
D.N.		DOCUMENT NUMBER PER OFFICIAL RECORDS OF TULARE COUNTY
T.C.R.		TULARE COUNTY RECORDS
XX M YY		VOLUME XX OF M, PAGE YY, T.C.R.
T.C.S. XX PM YY		BOOK XX OF PARCEL MAPS, PAGE YY, T.C.R.
		SITE BOUNDARY
		PROPOSED PARCEL LINE
		EXISTING RIGHT OF WAY LINE
		ADJACENT PARCEL LINES
		SECTION LINE
		PUBLIC UTILITY EASEMENT
(252.0)		EXISTING CONTOUR
		EXISTING EDGE OF DIRT ROAD
		EXISTING EDGE OF PAVEMENT
(OE)		EXISTING OVERHEAD ELECTRIC LINE
		FENCE, BARBED WIRE
		FENCE, WIRE
		FENCE, CHAINLINK
(OE)		ELECTRICAL LINE (OVERHEAD)
(SD)		STORM DRAIN LINE
(OT)		TELEPHONE LINE (OVERHEAD)

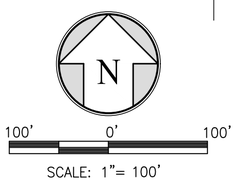
NOTES

1. DATE: MARCH 10, 2022
2. APN: 081-030-036
3. EXISTING USE: AG
4. PROPOSED USE: SINGLE FAMILY RESIDENTIAL (R-1-5)
5. DOMESTIC WATER: CITY OF VISALIA
6. SEWAGE DISPOSAL: CITY OF VISALIA
7. INUNDATION OR OVERFLOW: FIRM ZONE AE
8. WILLIAMSON ACT CONTRACT: NONE
9. PRELIM. GEOLOGICAL-HYDROLOGICAL REPORT: WAIVER REQUESTED
10. PROPOSED IMPROVEMENTS, PUBLIC UTILITIES, & TIME OF COMPLETION: NONE





LOCATION MAP
NOT TO SCALE



SCALE: 1"= 100'

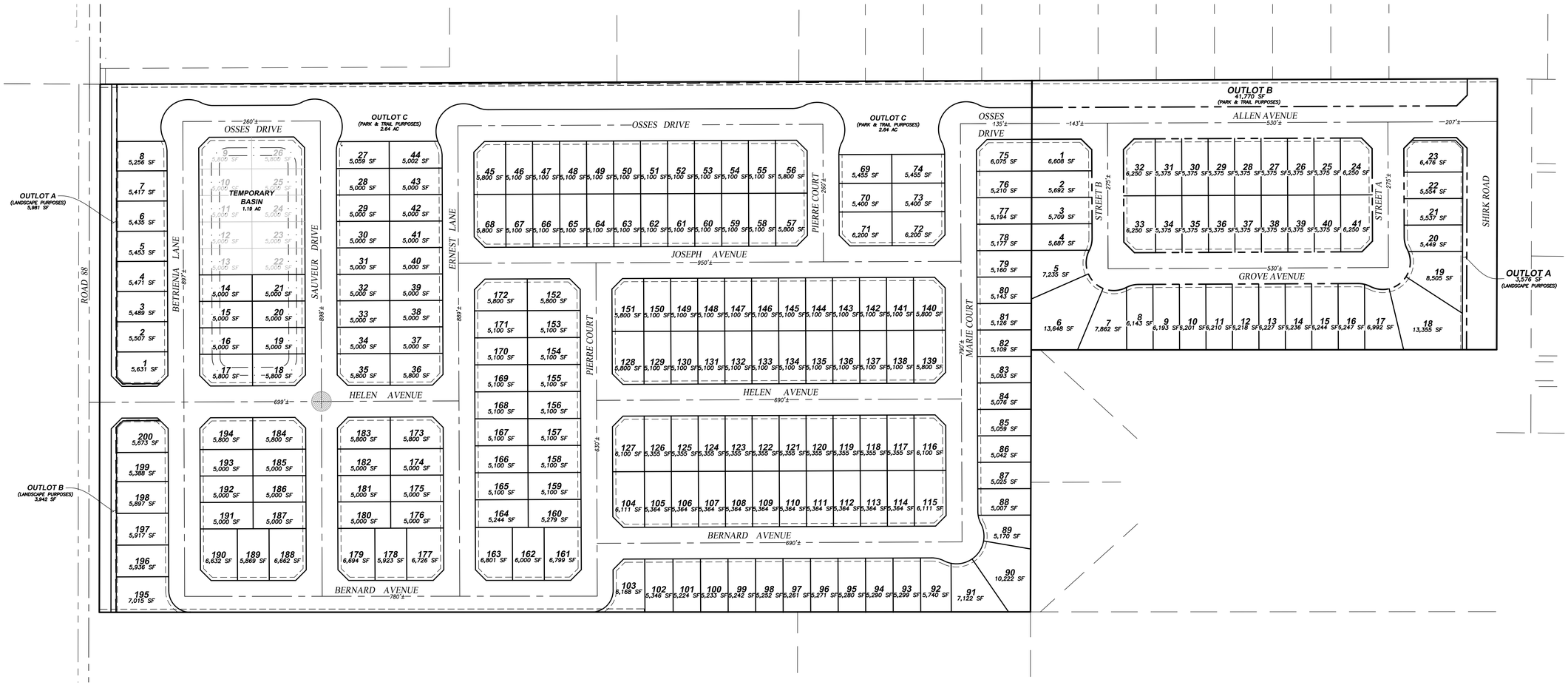
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ONE SHEET ONLY

Exhibit "C"

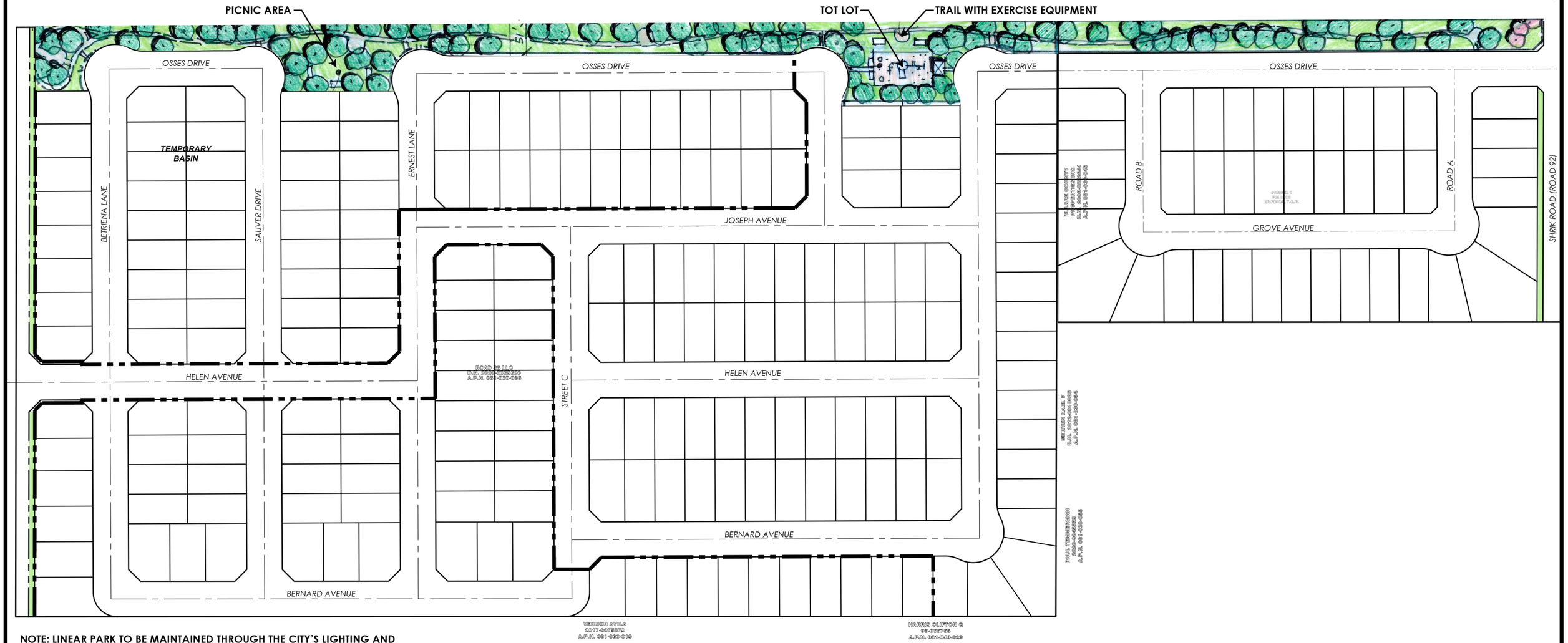
VESTING
TENTATIVE SUBDIVISION MAP
SHEPHERDS RANCH

A PORTION OF THE NORTHEAST QUARTER OF SECTION 28, T.18S., R.24E., MOUNT DIABLO BASE AND MERIDIAN, IN THE UNINCORPORATED AREA OF THE COUNTY OF TULARE, STATE OF CALIFORNIA.



L:\PROJECTS\2021\210315\CAD\TENTATIVE MAP\210315 - TSM.DWG 6/3/2022 4:08 PM

Exhibit "D"



NOTE: LINEAR PARK TO BE MAINTAINED THROUGH THE CITY'S LIGHTING AND LANDSCAPE DISTRICT (AS NOTED ONE ATTACHED). LINEAR PARK IS FOR CONCEPTUAL PURPOSED ONLY, PLAN WILL BE SUBJECT TO CHANGE DURING FINAL ENGINEERING DRAWINGS.

IRON RIDGE I & II and LINEAR PARK
CONCEPTUAL EXHIBIT

VISALIA, CA

DATE: 06-02-2022 **Not-To-Scale**

Exhibit "E"

N

MEMO

Date:	July 8, 2022
To:	City of Visalia Planning Division
From:	Ethan Davis, Associate Planner
Subject:	Shepherds Ranch I and II Project Description

INTRODUCTION/BACKGROUND

The following information pertains to the proposed Shepherds Ranch I (Project 1) and Shepherds Ranch II (Project 2) subdivision projects being filed with the City of Visalia (City) Planning Department. The Shepherds Ranch I project includes a Tentative Subdivision Map, General Plan Amendment, and Change of Zone. Shepherds Ranch II includes an Annexation, General Plan Amendment, Prezone, Tentative Subdivision Map and a Tentative Parcel Map. For the purpose of this project description, the Shepherds Ranch I and II General Plan Amendment and Change of Zone/Prezone will be combined under one application.

This Project description describes the details of the proposal and expands on information not within the development application for the subdivision within the Project site. The proposed Project would allow the applicant, D.R. Horton, the ability to construct a single-family residential community.

The Change of Zone/Prezone and General Plan Amendment that will alter the land use designations and zoning districts of the Project 1 10.31-acre parcel (APN: 081-030-46) and the Project 2, 40.0-acre parcel (APN: 081-030-36) between Road 88 south of Goshen Avenue and Shirk Street, within the Tier One and Tier Two Urban Growth Boundary. The client will process one Tentative Subdivision Map as a part of Project 1. Project 2 will propose a Tentative Parcel Map that will create three parcels due in order to adequately finance restrictions when purchasing property. Direction from the City of Visalia staff includes environmental review of both Projects in a single document to satisfy California Environmental Quality Act (CEQA). The northern half of the 10.3-acre property (Project 1) is currently planned and zoned for Very Low Density (R-1-20) and the southern half is zoned for Low Density (R-1-5). Similarly, Project 2 is currently planned for Very Low Density along the northern and western property boundaries and on the interior, it is planned for Low Density Residential. The General Plan Amendment proposes to change the existing Very Low-Density Residential land use designation to Residential Low Density land use designation. In addition, a park strip will along the entire northern property lines will be designated as Park/Recreation. In order to maintain consistency with the General Plan a Change of Zone/Prezone is also proposed and will result in a change from all R-1-20 to R-1-5 and the addition of the Quasi-Public designation for the park strip, within the projects' site.

The R-1-20 zone was intended to be a buffer between residential development and the Light Industrial lots to the north. We are proposing to use the entry street to the proposed residential development along with a 51-foot wide linear park and landscape buffer (in a Landscaping and Lighting Maintenance District) as the buffer, instead of R-1-20 lots. Our intent is to screen the light industrial uses with a masonry wall, trees, and landscaping.

The western 40-acre parcel (Project 2) abutting Road 88 is located within the City of Visalia's sphere of influence and will require annexation. Once annexed the parcel will be zoned to R-1-5 along with Project 1.

Exhibit "F"

PROJECT LOCATION

The Project 1 is located adjacent to the current City limits in the western portion of the city. The Project is south of developed light industrial properties rural residential/ agricultural land to the east and west and south. The Project 1 area consists of APN 081-030-46.

Project 2 is located within the City of Visalia's sphere of influence on the east side of Road 88 South of Goshen extending to the western portion of Project 1. The combined area of both projects is located south of Goshen between Road 88 and Shirks Avenue. The total Project area consists of APN 081-030-46 and 081-030-36, which is approximately 50 acres.

PROJECT CHARACTERISTICS

The Project intends to create residential lots and the appurtenant infrastructure consistent with the General Plan designation of Residential Low Density. Future zoning designations will be consistent with the aforementioned land use designations, respectively R-1-5. The Project will be evaluated by the city, through the scope of the General Plan, Municipal Code, and subsequently through the building permit submittal.

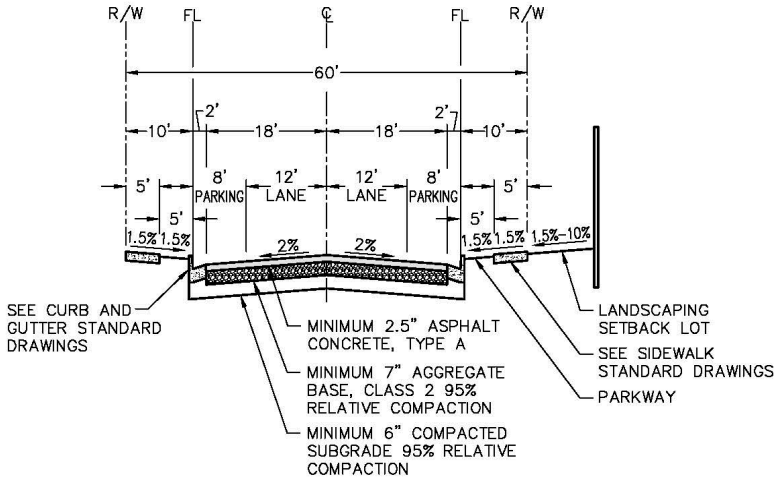
The approximate density for the Project 1 proposed subdivision is 3.97 dwelling units per gross acre. Both Projects propose to remove the Very Low Density Residential (and subsequent R-1-20 zone) and replace it with Low Density Residential (R-1-5 zone) in order to create a homogenous neighborhood. Along the adjacent streets, a ten-foot-wide landscaped strip with masonry wall and required building setbacks will serve as the buffer between residential development and the existing roadways (Road 88 and Shirk Street). The approximate density for the Project 2 proposed subdivision is 4.95 dwelling units per gross acre. In addition, Project 2 proposes to subdivide the overall 40-acre parcel into three separate parcels for the purpose of financing. Phase 1 will be approximately 16.83 acres, Phase 2 will be approximately 13.68 acres, and Phase 3 will be approximately 9.95 acres.

The 2.28-acre linear park will meander across both project sites which will include an approximately 2,000-foot trail with exercise stations. The linear park and adjacent light industrial properties will be separated by a 6-foot block wall as required by the City's Municipal Code.

The closest possible distance from the nearest light industrial structure to a proposed residential dwelling in the Project site, will be approximately 151 feet.

CIRCULATION

Shirk Street is identified in the General Plan as a four-lane arterial roadway. The eastern site (Shepherds Ranch I) is two-thirds of a mile to State Route 198 along Shirk Street. Access to the 10-acre site would be along the main east-west entry drive and Shirk Street on the site's eastern boundary. We intend to include a stub street to the west in order to provide access to unsubdivided land to the west. Access to the western site (Shepherds Ranch II) site would be located on the east side of Road 88, which is identified as a 2-lane collector road in the General Plan. The site entry is approximately 1.25 miles from the nearest access point of State Route 198 along Shirk Street.



NOTES:

1. DESIGN CRITERION: TRAFFIC INDEX SHALL BE 5.5.
2. STRUCTURAL SECTIONS SHALL BE DETERMINED BASED ON T.I. AND R-VALUES AS TABULATED IN THE STREET SECTIONS REQUIREMENTS STANDARD DRAWING.
3. ASPHALT CONCRETE SHALL BE TYPE A, WITH 3/4" AGGREGATE GRADATION AND PG 64-10 LIQUID ASPHALT BINDER PER CITY OF VISALIA STANDARD SPECIFICATIONS.
4. TACK COAT IS REQUIRED AND SHALL BE APPLIED PER CITY STANDARD SPECIFICATIONS.
5. ASPHALT CONCRETE REQUIREMENTS SHALL BE AS STATED IN THE CITY OF VISALIA STANDARD SPECIFICATIONS.
6. ASPHALT CONCRETE SHALL BE PLACED ONLY WHEN THE ATMOSPHERIC TEMPERATURE IS 50° F AND RISING.
7. WITH ADDITIONAL LANDSCAPE EASEMENTS, SIDEWALK MAY BE LOCATED OUTSIDE RIGHT OF WAY TO PROVIDE ADDITIONAL PARKWAY.
8. A FOOTING EASEMENT WILL BE REQUIRED AS NEEDED FOR BLOCK WALL FOOTINGS THAT EXTEND INTO PRIVATE PROPERTY.
9. STREET TREES ARE REQUIRED IN ADDITION TO THE ON-SITE LANDSCAPE REQUIREMENT.
10. FOR PARTIAL WIDTH STREETS A MINIMUM OF 30 FT OF PAVEMENT AND 8 FT SHOULDERS ARE REQUIRED.
11. SOIL ADJACENT TO CONCRETE CURB AND SIDEWALK SHALL BE GRADED 3" BELOW TOP OF CURB TO ALLOW ROOM FOR MULCH.

APPROVED BY: CITY ENGINEER R.P.E. 81734 09/16/16 DATE	CITY OF VISALIA DESIGN & IMPROVEMENT STANDARDS	
2 LANE LOCAL – RESIDENTIAL	REVISIONS 09/15/16 BK 2016	P-1

Figure: 1
City of Visalia Local Street Standard Drawing

UTILITIES

WATER

Water service will be provided by the California Water Service. The City of Visalia will provide sewer and storm drain services to the project. Both sewer and storm drain lines for (Project 1) are located within Shirk Street. Sewer and storm drain lines for (Project 2) will be extended on Road 88 to the project site.

SANITARY SEWER

Project 1 will be served by an existing 8-inch sewer lateral located within Shirk Street. The sewer laterals will be extended north, until it reaches the Project's extent. Since the Project consists of only residential uses, sewer lateral upsizing will not be necessary. City standard 8-inch sewer lines will be required in all local streets depicted within the interior of the Plan Area. Each development proposal will be reviewed by the City of Visalia, and subsequent requirements will be conditioned for the development. These requirements shall supersede the Specific Plan.

Once developed, Project 2 will be required to connect to the nearest sewer lateral located in Road 88.

STORM DRAIN

Storm drainage service is provided by the City of Visalia. There is an existing 12-inch storm drain trunk line in Shirk Street, adjacent to the Project site. The existing trunk line will be extended into the Project site in order to adequately serve each development. Similarly, since there are only residential uses being proposed, storm drain lateral upsizing will not be necessary. Each development proposal will be reviewed by the City of Visalia, and subsequent requirements will be conditioned for the development. These requirements shall supersede the Specific Plan.

In the event, that the project can not connect to the nearest adequately sized storm drain lateral, a onsite storm drain basin will be developed.

SOLID WASTE

City of Visalia will provide Solid Waste removal services for the entire Project site. The standard three trash bin service will be provided.

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

June 21, 2023

Brandon Smith
City of Visalia
Visalia Planning and Zoning Department
315 East Acequia Avenue
Visalia, CA 93291

Project: Initial Study and Mitigated Negative Declaration for Shepherds Ranch Project

District CEQA Reference No: 20230523

Dear Mr. Smith:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Initial Study and Mitigated Negative Declaration (IS/MND) from the City of Visalia (City) for the above mentioned project. Per the IS/MND, the project consists of 241 single family residential homes and a 3.05 acre linear park on a total of 50.3 acres (Project). The Project is located approximately 0.25 miles south of the intersection of North Shirk Street and West Goshen Avenue in Visalia, CA

The District offers the following comments regarding the Project:

1) Project Related Emissions

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI): https://www.valleyair.org/transportation/GAMAQI.pdf.

1a) Construction Emissions

The District recommends, to further reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

Exhibit "G"

Printed on recycled paper.

2) Health Risk Screening/Assessment

The MND states "*the proposed Project is a "Type B" project in that it may potentially place sensitive receptors in the vicinity of existing sources… For Type B projects, one type of screening tool is found in the California Air Resources Board Handbook: Air Quality and Land Use handbook: A Community Perspective. The screening tool indicates that new sensitive land uses should not be sited within 500 feet of a freeway/urban roads with 100,000 vehicles/day or rural roads with 50,000 vehicles/day. The Project is located more than 3,000 feet from the SR 198 highway".*

Although the Project is not located within 500 feet of a freeway/urban roads, the Project's potential health risk impact to sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area should be evaluated by the City and any potentially significant risk should be mitigated to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here: http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

3) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm.

4) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

5) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

6) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

6a) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receives a project-level discretionary approval from a public agency and will equal or exceed 50 of residential units.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

6b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

The Project will be subject to District Rule 4002 since the Project will include demolition, renovation, and removal of existing structures. To protect the public from uncontrolled emissions of asbestos, this rule requires a thorough

inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Any asbestos present must be handled in accordance with established work practice standards and disposal requirements.

Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

6c) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/currntrules/r4601.pdf

6d) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

6e) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at: http://valleyair.org/rule4901/

6f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

7) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Harout Sagherian by e-mail at Harout.Sagherian@valleyair.org or by phone at (559) 230-5860.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

SHEPHERDS RANCH PROJECT

State of California

City of Visalia

MARCH 2023

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

SHEPHERDS RANCH PROJECT

Prepared for:

City of Visalia
Visalia Planning and Zoning Department
315 East Acequia Avenue
Visalia, Ca 93291
Contact Person: Brandon Smith, AICP
Phone: (559) 716-4636

Consultant :



5080 California Avenue, Suite 220
Bakersfield, CA 93309
Contact: Jaymie Brauer
Phone: (661) 616-2600

March 2023

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Project #210315

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MITIGATED NEGATIVE DECLARATION

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Visalia reviewed the Project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, "[s]ignificant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Project Name

Shepherds Ranch

Project Location

The Project is located approximately ¼ mile south of the intersection of North Shirk Street and West Goshen Avenue, Visalia, California.

Project Description

The Project would develop a total of 241 single-family homes and a 3.05-acre linear park on a combined 50.3 acres. The Project has two components called Shepherds Ranch I and Shepherds Ranch II.

Shepherds Ranch I (APN 081-030-46) includes 10.31 acres of undeveloped land located inside the current Visalia city limits on the west side of Shirk Street in the western portion of the City. The site is surrounded by developed light industrial properties to the north, with rural residential homes land to the east and south. This component includes 41 homes.

The Shepherds Ranch II site is to the west of the Shepherds Ranch I site.

The following discretionary actions are required for the proposed Shepherds Ranch I development:

- General Plan Amendment (GPA) - Residential Very Low Density (VLDR) to Residential Low Density (LDR).
- Change of Zone – from R-1-20 to R-1-5.
- Tentative Subdivision Map.
- Right-of-way dedication and street improvements for North Shirk Street and Road 88.

Construction will be in a single phase and is anticipated start in October 2023 and take one year to build out all homes.

Shepherds Ranch II (APN 081-030-36) is 40 acres in size and is located outside the city limits but within the City of Visalia's sphere of influence on the east side of Road 88, located

approximately ¼ mile south of the intersection of North Shirk Street and West Goshen Avenue, Visalia, California. Shepherds Ranch II is outside the City limits and within unincorporated Tulare County.

The proposed park strip will also be designated as Parks/recreation and zoned as Quasi-Public. Since the parks span both Project components, it will be included in the rezoning of Shepherds Ranch I and included in the pre-zone of Shepherds Ranch II.

The following discretionary actions are required for the proposed development:

- Annexation into the City of Visalia.
- General Plan Amendment – Residential Very Low Density to Residential Low Density.
- Tentative Subdivision Map.
- Tentative Parcel Map.
- Right-of-way dedication and street improvements for Shirk Street and Road 88.

Construction will be in three phases and is anticipated to start in May 2023 and take two years to build out all homes.

For the analysis throughout this document, the Project refers to both Shepherds Ranch I and Shepherds Ranch II unless the component is specifically called out as such.

Mailing Address and Phone Number of Contact Person

Brandon Smith, AICP- Planner
Visalia Planning and Zoning Department
315 East Acequia Avenue
Visalia, CA 93291
(559) 713-4636
Email: brandon.smith@visalia.city

Findings

As Lead Agency, the City of Visalia finds that the Project will not have a significant effect on the environment. The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 - Environmental Checklist*) identified one or more potentially significant effects on the environment, but revisions to the Project have been made before the release of this Mitigated Negative Declaration (MND), or mitigation measures would be implemented that reduce all potentially significant impacts to less than significant levels. The Lead Agency further finds that there is no substantial evidence that this Project would have a significant effect on the environment.

Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

AG - 1: Prior to the issuance of grading or building permits, the Project proponent shall mitigate impacts for loss of Prime Farmland and Farmland of Statewide Importance on the Project site at a 1:1 ratio. The Project proponent shall implement one or more of the following measures to mitigate the loss: Payment of In-Lieu Fees, Mitigation Banks, Fee Title Acquisition, Conservation Easements, and/or Land Use Regulation on land(s)within the Southern San Joaquin Valley of California, specifically within Kern County, Tulare County, Kings County, Fresno County, or Madera County. The City shall require, at a minimum: evidence that the preserved land has adequate water supply, agricultural zoning, evidence of land encumbrance documentation, documentation that the easement/regulations are permanent and monitored, and documentation that the mitigation strategy is appropriately endowed. This mitigation shall be verified by the City prior to issuance of grading or building permits. Should the City of Visalia develop an Agricultural Mitigation Program before future construction within the Project begins, the Project proponent shall mitigate for the loss of agricultural land pursuant to the Program that is adopted by the City.

BIO-1: Within 14 days prior to the start of Project ground-disturbing activities, a pre-activity survey with a 500-foot buffer, where land access is permitted, shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the California Department of Fish and Wildlife (CDFW). If dens/burrows that could support any of these species are discovered during the pre-activity survey, the avoidance buffers outlined below shall be established. No work shall occur within these buffers unless the biologist approves and monitors the activity. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

Burrowing Owl (active burrows)

- Non-breeding season: September 1 – January 31 – 160 feet
- Breeding season: February 1 – August 31 – 250 feet

American Badger/SJKF

- Potential or Atypical den – 50 feet
- Known den – 100 feet
- Natal Den –Contact CDFW for consultation

BIO-2: A qualified biologist shall remain on-call throughout the construction phase if a burrowing owl, American badger, or San Joaquin kit fox occurs on the site during construction. If one of these species occurs on-site, the biologist shall be contacted immediately to determine whether biological monitoring or the implementation of avoidance buffers may be warranted.

BIO-3: The following avoidance and minimization measures shall be implemented during all phases of the Project to reduce the potential for impact from the Project. They are modified

from the U.S. Fish and Wildlife Service (USFWS) *Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance*.

a. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or Project Site.

b. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20 miles per hour (mph) within the Project Site.

c. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes or trenches cannot be covered, one or more escape ramps constructed of earthen fill or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the Project Site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted, and USFWS and California Department of Fish and Wildlife (CDFW) shall be consulted.

d. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity until the fox has escaped.

e. No pets, such as dogs or cats, shall be permitted on the Project Sites to prevent harassment, mortality of kit foxes, or destruction of dens.

f. Use of anti-coagulant rodenticides and herbicides in Project Sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe labels and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional Project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes.

g. A representative shall be appointed by the Project proponent, who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured, or entrapped kit fox. The representative shall be identified during the employee education program, and their name and telephone number shall be provided to the USFWS.

h. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to an SJKF during Project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov.

i. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.

j. Any Project-related information required by the USFWS or questions concerning the above conditions or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600.

k. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-4: If Project construction activities occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction activity surveys shall be conducted over the Project area and within 0.5-mile for Swainson's hawk nests in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*, Swainson's Hawk Technical Advisory Committee. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-5: If an active Swainson's hawk nest is discovered at any time within 0.5-mile of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest but depending upon conditions at the site, this distance may be reduced. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks

may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.

BIO-6: If Project construction activities are initiated during the nesting season (February 1 to September 15), a pre-activity nesting bird survey shall be conducted within 14 days prior to the start of construction. The surveys shall encompass the Project footprint and accessible areas or land visible from accessible areas within a 250-foot buffer for songbirds and a 500-foot buffer for raptors. If no active nests are found, no further action is required. However, existing nests may become active, and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress.

If active nests are found during the survey or at any time during construction of the Project, an avoidance buffer ranging from 50 feet to 500 feet may be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest, or if breeding attempts have otherwise been unsuccessful. Work may occur within the avoidance buffer under the approval and guidance of the biologist, but full-time monitoring may be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-7: Within 14 days prior to the start of ground disturbance activities, a pre-activity survey shall be conducted by a qualified biologist knowledgeable in the identification of all special-status plant and wildlife species with the potential to occur in the vicinity of the Project. All suitable burrows that could support special-status kangaroo rats, Tulare grasshopper mouse, or other special-status wildlife species shall be avoided during construction in accordance with BIO-5 and BIO-6 unless verification surveys have indicated that the species are not present. Consultation with the USFWS and CDFW may be required if listed or fully protected species are detected during the survey. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-8: Prior to the initiation of construction activities, all construction personnel shall attend a Worker Environmental Awareness Training program developed by a qualified biologist. Any personnel associated with the construction that did not attend the initial training shall be trained by the authorized biologist prior to working on the project site. Any employee responsible for the operations and maintenance or decommissioning of the project facilities shall also attend the Worker Environmental Awareness Training program prior to starting work on the project and on an annual basis. The Program shall be developed and presented by the project qualified biologist(s) or designee approved by the qualified biologist(s). The program shall include information on the life histories of special-status species with the potential to occur on the Project, their legal status, course of action should these species be encountered on-site, and avoidance and minimization measures to protect these species. It shall include the components described below:

a. Information on the life history and identification of special-status species that may occur or that may be affected by Project activities. The program shall also discuss the legal protection status of each such species, the definition of "take" under the Federal Endangered Species Act and California Endangered Species Act, measures the Project proponent/operator shall implement to protect the species, reporting requirements, specific measures for workers to avoid take of special-status plant and wildlife species, and penalties for violation of the requirements outlined in the California Environmental Quality Act mitigation measures and agency permit requirements.

b. An acknowledgment form signed by each worker indicating that the Worker Environmental Awareness Training and Education Program has been completed shall be kept on file at the construction site. A copy of the acknowledgment form shall be submitted to the lead agency as evidence of compliance.

c. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the Worker Environmental Awareness Training and Education Program, and signed acknowledgment forms, shall be submitted to the City of Tulare Planning Department.

d. A copy of the training transcript, training video, or informational binder for specific procedures shall be kept available for all personnel to review and be familiar with, as necessary.

e. A sticker shall be placed on hard hats indicating that the worker has completed the Worker Environmental Awareness Training and Education Program. Construction workers shall not be permitted to operate equipment within the construction areas unless they have attended the Worker Environmental Awareness Training and Education Program and are wearing hard hats with the required sticker.

The construction crews and contractor(s) shall be responsible for preventing unauthorized impacts from project activities to sensitive biological resources that are outside the areas defined as subject to impacts by Project permits. Unauthorized impacts may result in project stoppage, and/or fines depending on the impact and coordination with the California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service.

CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from Project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed Project would not cause a substantial adverse change in the significance of a historical resource.

CUL-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of a discovery of human remains, at the direction of the county coroner.

GEO-1: Prior to issuing of grading or building permits, if required, (a) the Project applicant shall submit to the Lead Agency (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended best management practices for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly.
- Protecting existing storm drain inlets and stabilizing disturbed areas.
- Implementing erosion controls.
- Properly managing construction materials.
- Managing waste, aggressively controlling litter, and implementing sediment controls.

Evidence of the approved SWPPP shall be submitted to the Lead Agency.

GEO-2: Prior to any ground-disturbing activities, the Project owner shall develop and implement a Paleontological Worker Education and Awareness Program. If paleontological resources are discovered during ground-disturbing activities (e.g., during Project construction or decommissioning), all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately until a qualified professional paleontologist (meeting the standards of the Society of Vertebrate Paleontology [SVP]) can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. The paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage are required, recommendations will be consistent with the Society of Vertebrate Paleontology standards that are current as of the discovery and with currently accepted scientific practice.

NSE-1: The Project developer or contractor shall continuously comply with the following measures throughout construction activities:

a. Pursuant to Visalia Municipal Code Section 8.36.050(C), the operation of construction equipment, including jackhammers, portable generators, pneumatic equipment, trenchers, or other such equipment shall not be operated on the project site between

the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m.

b. All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.

c. All mobile or fixed noise-producing equipment used on the project site that is regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction activity.

d. Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.

e. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

f. Project area and site access road speed limits shall be established and enforced during the construction period.

g. Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

NSE-2: Prior to final map recordation, the Developer shall record a covenant on all lots to disclose noise exposure from the stationary industrial equipment adjacent to the Project site. The covenant will ensure future residential property owners are notified of the potential noise impacts as follows:

> *"Property owner(s) of lots within the Shepherds Ranch I/ Shepherds Ranch IIProject are hereby notified that noise levels from adjacent industrial operations may exceed the City of Visalia 2030 General Plan and Municipal Code daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, respectively."*

TRA-1: Prior to the issuance of building permits, the developer shall pay citywide impact fees in the amount of $1,502,635 for of the following intersections improvements and citywide improvements:

a. Shirk Street at SR 198 EB Ramps:

5-Year With Project and 10-Year With and Without Project Horizon scenarios:
- Installation of traffic signal

20-Year With and Without Project Horizon scenarios:
- Install traffic signal
- Widen the eastbound approach to 1 left turn lane, 1 left-through lane, and 1 right turn lane (adding 1 left turn lane)

b. Shirk Street at SR 198 WB Ramps

Opening Year With and Without Project, 5-Year With and Without Project, and 10-Year Without Project Horizon scenarios:

- Installation of traffic signal

10-Year With Project and 20-Year With and Without Project Horizon scenarios:

- Intall traffic signal
- Widen the westbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)

SECTION 1 - INTRODUCTION

1.1 - Overview

The Project is summarized as the subdivision and development of 241 single-family residences and a 3.05-acre linear park on approximately 50 acres, located approximately ¼ mile south of the intersection of North Shirk Street and West Goshen Avenue, Visalia, California.

1.2 - California Environmental Quality Act

The City of Visalia is the Lead Agency for this Project pursuant to the CEQA Guidelines (Public Resources Code Section 15000 et seq.). The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 – Initial Study*) provides analysis that examines the potential environmental effects of the construction and operation of the Project. Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an IS to determine whether a discretionary project will have a significant effect on the environment. A Mitigated Negative Declaration (MND) is appropriate when an IS has been prepared, and a determination can be made that no significant environmental effects will occur because revisions to the Project have been made or mitigation measures will be implemented that reduce all potentially significant impacts to less than significant levels. The content of an MND is the same as a Negative Declaration, with the addition of identified mitigation measures and a Mitigation Monitoring and Reporting Program (MMRP) (see *Appendix A – Mitigation Monitoring and Reporting Program*).

Based on the IS, the Lead Agency has determined that the environmental review for the proposed application can be completed with an MND.

1.3 - Impact Terminology

The following terminology is used to describe the level of significance of impacts.

- A finding of "no impact" is appropriate if the analysis concludes that the Project would not affect a topic area in any way.
- An impact is considered "less than significant" if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered "less than significant with mitigation incorporated" if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- An impact is considered "potentially significant" if the analysis concludes that it could have a substantial adverse effect on the environment.

1.4 - Document Organization and Contents

The content and format of this IS/MND is designed to meet the requirements of CEQA. The report contains the following sections:

- *Section 1 – Introduction:* This section provides an overview of CEQA requirements, intended uses of the IS/MND, document organization, and a list of regulations that have been incorporated by reference.
- *Section 2– Project Description:* This section describes the Project and provides data on the site's location.
- *Section 3 – Environmental Checklist:* This chapter contains the evaluation of 21 different environmental resource factors contained in Appendix G of the CEQA Guidelines. Each environmental resource factor is analyzed to determine whether the proposed Project would have an impact. One of four findings is made, which include: no impact, less than significant impact, less than significant with mitigation, or significant and unavoidable. If the evaluation results in a finding of significant and unavoidable for any of the 21 environmental resource factors, then an Environmental Impact Report will be required.
- *Section 4 – List of Preparers:* This chapter identifies the individuals who prepared the IS/MND.
- *Section 5 – Bibliography:* This chapter contains a full list of references that were used in the preparation of this IS/MND.
- *Appendix A – Mitigation Monitoring and Reporting Program:* This appendix contains the Mitigation Monitoring and Reporting Program.

1.5 - Incorporated by Reference

The following documents and/or regulations are incorporated into this IS/MND by reference:

- City of Visalia 2030 General Plan Update (2014)
- Tulare County General Plan 2030 (2021)
- City of Visalia 2020-2023 Adopted Housing Element (2019)
- Visalia City Improvement Standards (Updated Improvement Standard Implementation 2016)
- Visalia Airport Master Plan (1971)
- Visalia City Improvement Standards (Updated Improvement Standard Implementation 2016)
- Tulare County Comprehensive Airport Land Use Plan (2012)
- Mid-Kaweah GSA Groundwater Sustainability Plan (2019)
- Tulare County Association of Governments (TCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SECTION 2 - PROJECT DESCRIPTION

2.1 - Introduction

The Project is summarized as the subdivision and development of 241 single-family residences and a 3.05-acre linear park on approximately 50 acres, located approximately ¼ mile south of the intersection of North Shirk Street and West Goshen Avenue, Visalia, California.

2.2 - Project Location

The Project is located approximately ¼ mile south of the intersection of North Shirk Street and West Goshen Avenue, Visalia (Figures 2-1 and 2-2). The Project is within Section 28, Township 18S, Range 24E, Mount Diablo Base and Meridian.

2.3 - Surrounding Land Uses

The Project site is bounded by light industrial development to the north, North Shirk Street and residential development to the east, an unnamed dirt road, residential, orchards, and fallow agriculture with non-native grassland to the south, and Road 88 and fallow agriculture to the west.

2.4 - Proposed Project

The Project would develop a total of 241 single-family homes and a 3.05-acre linear park on a combined 50.3 acres. The Project has two components called Shepherds Ranch I and Shepherds Ranch II.

Shepherds Ranch I (APN 081-030-46) includes 10.31 acres of undeveloped land located inside the current Visalia city limits on the west side of Shirk Street in the western portion of the City. The site is surrounded by developed light industrial properties to the north, with rural residential homes land to the east and south. This component includes 41 homes.

The Shepherds Ranch II site is to the west of the Shepherds Ranch I site.

The following discretionary actions are required for the proposed Shepherds Ranch I development:

- General Plan Amendment (GPA) - Residential Very Low Density (VLDR) to Residential Low Density (LDR).
- Change of Zone – from R-1-20 to R-1-5.
- Tentative Subdivision Map.
- Right-of-way dedication and street improvements for North Shirk Street and Road 88.

Construction will be in a single phase and is anticipated start in October 2023 and take one year to build out all homes.

Shepherds Ranch II (APN 081-030-36) is 40 acres in size and is located outside the city limits but within the City of Visalia's sphere of influence on the east side of Road 88, located approximately ¼ mile south of the intersection of North Shirk StreetNorth Shirk Street and West Goshen Avenue, Visalia, California. Shepherds Ranch II is outside the City limits and within unincorporated Tulare County.

The proposed park strip will also be designated as Parks/recreation and zoned as Quasi-Public. Since the parks span both Project components, they will be included in the rezoning of Shepherds Ranch I and included in the pre-zone of Shepherds Ranch II.

The following discretionary actions are required for the proposed development:

- Annexation into the City of Visalia.
- General Plan Amendment – Residential Very Low Density to Residential Low Density.
- Tentative Subdivision Map.
- Tentative Parcel Map.
- Right-of-way dedication and street improvements for Shirk Street and Road 88.

Construction will be in three phases and is anticipated to start in May 2023 and take two years to build out all homes.

For the analysis throughout this document, the Project refers to both Shepherds Ranch I and Shepherds Ranch II unless the component is specifically called out as such.



Figure 2-1
Regional Location

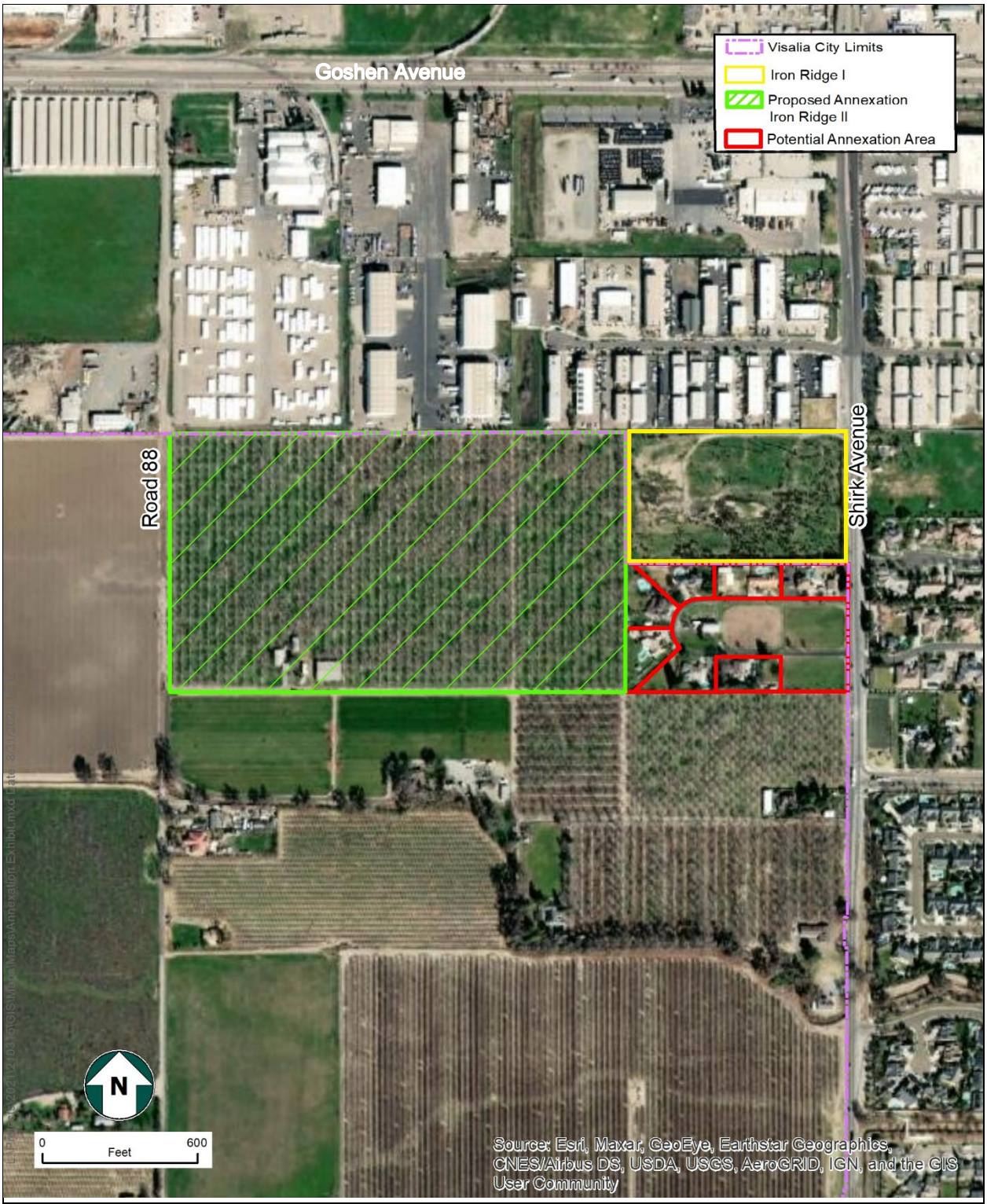


Figure 2-2
Project Location

SECTION 3 - INITIAL STUDY

3.1 - Environmental Checklist

1. **Project Title:**

   Shepherds Ranch

2. **Lead Agency Name and Address:**

   City of Visalia
   315 East Acequia Avenue
   Visalia, California 93291

3. **Contact Person and Phone Number:**

   Brandon Smith (559) 713-4636

   Project Location:

   The Project is located approximately ¼ mile south of the intersection of North Shirk Street and West Goshen Avenue, Visalia, California.

4. **Project Sponsor's Name and Address:**

   DR Horton
   419 W Murray
   Visalia, CA 93291
   Contact Person : Corine Demetrios
   Phone : (559) 631-6208

5. **General Plan Designation:**

   Existing: City of Visalia – Residential Very Low Density – 18.6 acres

   Existing: City of Visalia – Residential Low Density – 31.7 acres

   Proposed: City of Visalia – Residential Low Density – 50 acres, including 3 acres to be used as Parks / Recreation

6. **Zoning:**

   Existing: City of Visalia – R-1-20 (20,000 SF Min Site Area) – 5 acres

   Existing: City of Visalia – R-1-5 (5,000 SF Min Site Area) – 5 acres

Existing: Tulare County (proposed for annexation to the City of Visalia) – AE-20 (Exclusive Agricultural Zone – 20 Acre Minimum) – 40 acres

Proposed: City of Visalia – R-1-5 (5,000 SF Min Site Area) – 50 acres, including 3 acres to be used as QP (Quasi-Public)

7. Description of Project:

The Project would develop a total of 241 single-family homes and a 3.05-acre linear park on a combined 50.3 acres. The Project has two components called Shepherds Ranch I and Shepherds Ranch II.

Shepherds Ranch I (APN 081-030-46) includes 10.31 acres of undeveloped land located inside the current Visalia city limits on the west side of Shirk Street in the western portion of the City. The site is surrounded by developed light industrial properties to the north, with rural residential homes land to the east and south. This component includes 41 homes.

The Shepherds Ranch II site is to the west of the Shepherds Ranch I site.

The following discretionary actions are required for the proposed Shepherds Ranch I development:

- General Plan Amendment (GPA) - Residential Very Low Density (VLDR) to Residential Low Density (LDR).
- Change of Zone – from R-1-20 to R-1-5.
- Tentative Subdivision Map.
- Right-of-way dedication and street improvements for North Shirk Street and Road 88.

Construction will be in a single phase and is anticipated start in October 2023 and take one year to build out all homes.

Shepherds Ranch II (APN 081-030-36) is 40 acres in size and is located outside the city limits but within the City of Visalia's sphere of influence on the east side of Road 88, located approximately ¼ mile south of the intersection of North Shirk StreetNorth Shirk Street and West Goshen Avenue, Visalia, California. Shepherds Ranch II is outside the City limits and within unincorporated Tulare County.

The proposed park strip will also be designated as Parks/recreation and zoned as Quasi-Public. Since the parks span both Project components, they will be included in the rezoning of Shepherds Ranch I and included in the pre-zone of Shepherds Ranch II.

The following discretionary actions are required for the proposed development:

- Annexation into the City of Visalia.
- General Plan Amendment – Residential Very Low Density to Residential Low Density and Parks / Recreation.

- Tentative Subdivision Map.
- Tentative Parcel Map.
- Right-of-way dedication and street improvements for Shirk Street and Road 88.

Construction will be in three phases and is anticipated to start in May 2023 and take two years to build out all homes.

For the analysis throughout this document, the Project refers to both Shepherds Ranch I and Shepherds Ranch II unless the component is specifically called out as such.

8. Surrounding Land Uses and Setting:

The Project site is bounded by light industrial development to the north, North Shirk Street and residential development to the east, an unnamed dirt road, residential, orchards, and fallow agriculture with non-native grassland to the south, and Road 928 and fallow agriculture to the west.

Land use within the Project boundary consists of annual grassland and barren land on 10 acres (Shepherds Ranch I), and a deciduous orchard with a single-family residence and associated structures on the south side of the boundary on 40 acres (Shepherds Ranch II).

9. Other Public Agencies Whose Approval is Required:

- State of California Department of Fish and Wildlife (CDFW)
- United States Fish & Wildlife Service (USFWS)
- Tulare County LAFCO

10. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

A Sacred Land Files search was requested from the Native American Heritage Commission (NAHC), and a response was received on August 30, 2021. The NAHC responded with its findings that indicate negative results. Based on the results of cultural records search findings and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed Project, the potential to encounter subsurface cultural resources is minimal. Additionally, the Project construction would be conducted within the partially developed and previously disturbed parcel. The potential to uncover subsurface historical or archaeological deposits would be considered unlikely.

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

3.2 - Environmental Factors Potentially Affected

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

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

3.3 - Determination

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made 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 (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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



Signature	Date: May 26, 2023
Brandon Smith	City of Visalia
Printed Name	For

3.4 - Evaluation of Environmental Impacts

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

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

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

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

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

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

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

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

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

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

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

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question.

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
3.4.1 - AESTHETICS					
Except as provided in Public Resources Code Section 21099, would the Project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

Impact #3.4.1a – Except as provided in Public Resources Code Section 21099, would the Project have a substantial adverse effect on a scenic vista?

According to the City of Visalia 2030 General Plan, there are no designated scenic views within the City's limits; however, Highway 198 is designated as a state scenic corridor, and the City has implemented PSCU-P-12 to create a "greenway" setback of 200 feet along Highway 198 within the City limits as dedicated to the City for open space use in perpetuity, also known as the West 198 Scenic Corridor. The Project site is approximately 0.5 miles north of Highway 198, outside of the designated West 198 Scenic Corridor, and is not located within a designated scenic vista. Therefore, the Project will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.1b - Except as provided in Public Resources Code Section 21099, would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Scenic Resources

The City of Visalia adopted a Valley Oak Ordinance that provides basic standards, measures, and compliance requirements for the preservation and protection of native Valley oak trees and landmark trees within the City. 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 by paying mitigation fees to be used for the establishment of new oak trees on other property. As discussed under Biological Resources Impact #3.4.4e, the Project will not impact the City's Valley Oak Ordinance because the site is established with an orchard on 40 acres and does not contain any identified native Valley oak trees. Therefore, the Project has no impact.

Historic Buildings

Additionally, the discussion under Cultural Resources indicates that a cultural resources records search was conducted through the Southern San Joaquin Valley Information Center (SSJVIC) for the Project. The records search covered an area within one-half mile of the Project and included a review of the *National Register of Historic Places, California Points of Historical Interest, California Registry of Historic Resources, California Historical Landmarks, California State Historic Resources Inventory*, and a review of cultural resource reports on file. Only one cultural resource property has been recorded within a half-mile of the proposed project, the historic route of the Southern Pacific/San Joaquin Valley Railroad, and will not be impacted by the Project. The Project was found to not impact cultural resources related to historic buildings.

State Scenic Highway

See discussion under 3.4.1 – AESTHETICS (a). The City of Visalia adopted its Scenic Highways Element in February 1976, in which Highway 198 was identified as a scenic resource. The Project site is located 0.5 miles north of Highway 198 and is outside of the designated setbacks as identified in the City's General Plan and will therefore not have an impact on a state scenic highway.

As discussed in this section, the Project will have no impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.1c - Except as provided in Public Resources Code Section 21099, would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

The area surrounding the Project site consists of urban development, light industrial, fallow agriculture, orchards, non-native grassland, and barren land.

As discussed in Impact #3.4.1 (a) and (b), the Project site is not located within any designated scenic vista or scenic resource, specifically SR 198, which is located 0.5 miles south of the Project. The Project is also planned for residential development under the City of Visalia 2030 General Plan, and urbanized areas are currently adjacent to the site to the north and east. Therefore, the Project will not conflict with applicable zoning and other regulations governing scenic quality and will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.1d - Except as provided in Public Resources Code Section 21099, would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

According to the General Plan, the construction of new buildings may result in nighttime light pollution or daytime glare; however, the General Plan identifies construction impacts as likely be insignificant as a result of development. As in most typical residential areas, homes emit some light and glare during the day and evening hours. Development under the proposed General Plan would include indoor lighting and outdoor lighting for safety purposes but would generally not be out of character with the existing urban environment and would not rise to a level of being significant. There are a number of circumstances that

mitigate the potential for new or significant sources of light pollution in Visalia through the General Plan policies; however, these are associated with commercial, industrial development, and recreational facilities. As the Project is for residential development, it will have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.2 - AGRICULTURE AND FORESTRY 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 Forest Protocols adopted by the California Air Resources Board. Would the Project:

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural 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 forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Discussion

Impact #3.4.2a – 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 nonagricultural use?

CEQA uses the California Department of Conservation Division of Land Resource Protection's Farmland Mapping and Monitoring Program (FMMP) categories of "Prime Farmland,"

"Farmland of Statewide Importance," and "Unique Farmland" to define "agricultural land" for the purposes of assessing environmental impacts (PRC Section 21060.1[a]). According to the California Department of Conservation (DOC) Important Farmland Finder, the Project site is designated as Prime Farmland (California Department of Conservation, 2022).

According to the Department of Conservation - Farmland Mapping and Monitoring Program (California Department of Conservation, 2021), a 40-acre portion of the Project site is identified as Prime Farmland. The 40 acres are currently within Tulare County boundaries, and the intent of the Project is to annex the 40 acres into the City boundaries for residential development. Although the Project is within Prime Farmland designation, the property is not under an existing Williamson Act Contract. The 40-acre site is currently used for agricultural cultivation as an orchard.

The City of Visalia 2030 General Plan has designated the easterly 10 acres of the Project site for urban uses under the Urban Growth Development Tier 1 and the westerly 40 acres of the Project site for urban uses under the Urban Growth Development Tier 2. Implementation of this Project will support the General Plan designation for future urban land use Policy LU-P-21 for residential development. The General Plan established criteria, dependent upon land use type, for when development may advance from the first tier (Tier I) to subsequent tiers (Tiers 2 and 3), which are contained in Policy LU-P-21 of the General Plan. For residential uses, the threshold is the issuance of permits for 5,850 housing units within Tier 1 since April 1, 2010. The City met the residential permit threshold in July 2021 and now considers development located with Tiers 1 and/or 2 (City of Visalia, 2021).

The General Plan identifies the need for the conversion of agricultural land to urban development. The City has set aside three-tiered areas planned for development which contain land designated as Prime Farmland and Farmland of Statewide Importance. The Project is within Tier 2 and Tier 3, which has been deemed as land to be converted from agricultural land to urban development.

The 2014 General Plan Policy LU-P-34 contained a requirement for an Agricultural Mitigation Program to address the conversion of Prime Farmland and Farmland of Statewide Importance within the Tier 2 and Tier 3 growth boundaries. Policy LU-P-34 requires the adoption of this type of program notwithstanding that such a program would not reduce the environmental effects from the loss of such farmland to a level of less than significant. In order to meet the requirements of this policy, the City prepared an Agricultural Preservation Ordinance applicable to properties within Tier 2 and Tier 3 that requires a 1:1 ratio of agricultural land preserved to agricultural land converted towards urban development. The Ordinance was adopted in May 2023 and is necessary for other pending entitlements submitted to the City of Visalia that are located within Tier 2 to be developed. The Ordinance will require that an equivalent amount of agricultural land converted be preserved outside the urban development boundary and within the southern San Joaquin Valley, or that a project comply with regulations within the Ordinance that will cause an equivalent amount of agriculture land to be preserved. Additionally, the preserved agricultural land must demonstrate adequate water supply and agricultural zoning. Policy LU-P-34 notes that such a program shall, to the extent feasible and practicable, be integrated with the agricultural

easement programs adopted by Tulare County and nearby cities. The City of Visalia's program shall allow for compliance with the preservation ordinance to be completed by purchase of easements, and that such easements be held by a qualifying entity, such as a local land trust, and require the submission of annual monitoring reports to the City. Prior to the adoption of the Ordinance the Project proponent could mitigate for the loss of agricultural land and begin conversion of agricultural lands by providing verification to the City that it has preserved agricultural land at a 1:1 ratio using easements that meet the requirements identified in Policy LU-P-34 or participation in an agricultural preservation program adopted by another agency within the southern San Joaquin Valley that meet the these requirements for preserving agricultural land.

As this is a requirement for consistency with the General Plan, the Project's compliance is mandatory. Therefore, compliance with General Plan Policy LU-P-34 and implementation of AG-1 will allow the Project to convert Prime Farmland and Farmland of Statewide Importance and preserve offsite farmland outside of the urban development boundaries at an equivalent ratio and will result in a less-than-significant impact.

MITIGATION MEASURE(S)

AG - 1: Prior to the issuance of grading or building permits, the Project proponent shall mitigate impacts for loss of Prime Farmland and Farmland of Statewide Importance on the Project site at a 1:1 ratio. The Project proponent shall implement one or more of the following measures to mitigate the loss: Payment of In-Lieu Fees, Mitigation Banks, Fee Title Acquisition, Conservation Easements, and/or Land Use Regulation on land(s)within the Southern San Joaquin Valley of California, specifically within Kern County, Tulare County, Kings County, Fresno County, or Madera County. The City shall require, at a minimum: evidence that the preserved land has adequate water supply, agricultural zoning, evidence of land encumbrance documentation, documentation that the easement/regulations are permanent and monitored, and documentation that the mitigation strategy is appropriately endowed. This mitigation shall be verified by the City prior to issuance of grading or building permits. Should the City of Visalia develop an Agricultural Mitigation Program before future construction within the Project begins, the Project proponent shall mitigate for the loss of agricultural land pursuant to the Program that is adopted by the City.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.2b – Would the Project conflict with existing zoning for agricultural use or a Williamson Act Contract?

See discussion of Impact #3.4.2(a). The Project site is not subject to a Williamson Act contract; however, the Project is currently in agricultural production and is designated as Prime Farmland, which will result in the conversion of farmland to a nonagricultural use. With the implementation of the revised General Plan Policy LU-P-34, and the City's implementation of the planned conversion of the Project site as identified in the General

Plan's Urban Growth Development program, the Project will have a less than significant impact and would not conflict with existing zoning for agricultural use or a Williamson Act Contract.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.2c – 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))?

The Project site is not identified as forest land or timberland. Therefore, the Project will not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The Project would have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have *no impact*.

Impact #3.4.2d – Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

As discussed Impact #3.4.2 (c), the Project area does not include forest land. Therefore, there would not be loss or conversion of forest land as a result of the Project. The Project would have no impact.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have *no impact*.

Impact #3.4.2e – 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 forest land to non-forest use?

As discussed in Impact #3.4.2 (a) and (b), the Project will result in the conversion of Farmland to nonagricultural use; however, with the implementation of the revised General Plan Policy LU-P-34, and implementation of the City's implementation of the planned conversion of the Project site as identified in the General Plan's Urban Growth Development program, the Project will have a less than significant impact. Additionally, as discussed in Impact #3.4.2 (d), the Project area does not include conversion of forest land to a non-forest use. Therefore, Project impacts are considered less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.3 - AIR QUALITY

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

a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

The impact analyses in this section are based on an *Air Quality & Greenhouse Gas Impact Assessment* (VRPA Technologies, Inc., 2021) conducted for the Project, which is included as Appendix B.

Impact #3.4.3a – Would the Project Conflict with or obstruct implementation of the applicable air quality plan?

The City of Visalia is located in the San Joaquin Valley Air Basin (SJVAB). Air Quality monitoring has been conducted in the SJVAB for many years. While new and innovative pollution controls have made the San Joaquin Valley Air Pollution Control District (SJVAPCD) a leader in the rate of improvement, the region is not in attainment for numerous criteria air pollutants, and the air basin still has poor air quality. Much of this pollution is attributed to the Valley's topography, meteorology, two major highways, and intensive agricultural uses. In 2011, the major sources of air pollution in the San Joaquin Valley were heavy-duty trucks, other mobile sources, autos and light trucks, and fuel combustion from stationary sources. Ozone and particulate matter are the two largest contributors to the Valley's poor air quality. The causes and effects of these and other air pollutants are discussed in the next section.

The California Air Resources Board (CARB) operates a regional network of air pollution monitoring stations that provide information on ambient concentrations of criteria air pollutants and toxic air contaminants. In Tulare County, CARB measures certain air

pollutants, such as carbon monoxide (CO), ozone (O3), nitrogen dioxide (NO2), and particulate matter less than 2.5 microns in diameter (PM-2.5).

Federal and State laws require emission control measures in areas where air pollution exceeds standards. The San Joaquin Valley is one of these areas. The federal government, primarily through the Environmental Protection Agency (EPA) and the federal Clean Air Act, sets standards, oversees state and local actions, and implements programs for toxic air pollutants, heavy-duty trucks, locomotives, ships, aircraft, off-road diesel equipment, and some types of industrial equipment. Currently, EPA has established national standards for criteria air pollutants: ozone (O 3); carbon monoxide (CO); nitrogen dioxide (NO 2); sulfur dioxide (SO 2); suspended particulate matter (PM-10 and PM-2.5); and lead (Pb).

The primary way of determining consistency with an air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin. Tulare County Association of Governments (TCAG) uses the growth projections, and land use information in adopted general plans to estimate future average daily trips and then Vehicle Miles Traveled (VMT), which are then provided to San Joaquin Valley Air Pollution Control District (SJVAPCD) to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching the attainment of the air standards. The following policies are found within the City of Visalia 2030 General Plan, which are applicable to this Project:

- 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-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.

  BMPs include transportation demand management strategies for large development projects such as:
  - *Providing bicycle access and parking facilities;*
  - *Providing preferential parking for high occupancy vehicles, carpools, or alternative fuels vehicles;*
  - *Establishing telecommuting programs or satellite work centers;*
  - *Allowing alternative work schedules;*
  - *Subsidizing public transit costs for employee;*
  - *Scheduling Deliveries at off-peak traffic periods; and*
  - *Providing recharge stations for plug-in electric vehicles (PEVs).*

The San Joaquin Valley Air Pollution Control District Guidelines for Assessing and Mitigating Air Quality Impacts provide BMPs for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents.

Therefore, with implementation of appropriate Project BMPs as required by the City of Visalia 2030 General Plan and the San Joaquin Air Pollution Control District, the Project would be consistent with the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans and, therefore, would have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.3b – 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?

The City of Visalia is located within Tulare County, which is designated as nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM_{10}, and nonattainment for Federal and State standards for $PM_{2.5}$. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM_{10} Maintenance Plan, and 2012 $PM_{2.5}$ Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Section 4.1.1 of the *Air Quality & Greenhouse Gas Impact Assessment* (VRPA Technologies, Inc., 2021), the Project is consistent with the currently adopted General Plan for the City of Visalia and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM10 Maintenance Plan, and 2012 $PM_{2.5}$ Plan.

Project-specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project isn't characterized as cumulatively insignificant when project emissions fall below thresholds of significance. The SJVAPCD has established thresholds of significance for determining environmental significance, which are provided in Table 3.4.3-1 below.

Table 3.4.3-1
SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Source: SJVAPCD 2021

Results of the analysis show that emissions generated from the construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, the Project will have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.3c – Would the Project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the proposed Project is a "Type B" project in that it may potentially place sensitive receptors in the vicinity of existing sources.

The first step in evaluating the potential for impacts to sensitive receptors for Toxic Air Contaminants (TACs) from the Project is to perform a screening-level analysis. For Type B projects, one type of screening tool is found in the California Air Resources Board (CARB) Handbook: *Air Quality and Land Use Handbook: A Community Perspective*. The screening tool indicates that new sensitive land uses should not be sited within 500 feet of a freeway/urban roads with 100,000 vehicles/day or rural roads with 50,000 vehicles/day. The Project is located more than 3,000 feet from the SR 198 highway. In addition, the Project is not located within the specified boundary for this source category. Therefore, TACs from sources in the study area will not significantly impact the Project. In addition, the Project will

not generate TACs that would have a significant impact on the environment or adjacent sensitive receptors. Therefore, no mitigation measures are required.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants, as shown in Table 3.4.3-2 below. Therefore, construction emissions associated with the Project are considered less than significant.

Table 3.4.3-2
Project Construction Emissions

Summary Report	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$	CO2e
Construction Emissions	3.10	3.76	4.22	0.01	1.13	0.57	569.46
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as lawn maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 3.4.3-3 below summarizes the Project's operational impacts by pollutant.

Table 3.4.3-3
Project Operational Emissions (tons/year)

Summary Report	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$	CO2e
Project Operational Emissions	11.54	2.05	3.25	0.03	2.44	0.07	2885.84
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

Results from Table 3.4.3-3 indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the Project are considered less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.3d – Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and

The Project will potentially generate odorous emissions proposed to be located near existing development adjacent to the site, including nearby residential and school site, approximately ¼ mile west of the Project. However, as analyzed under Impact #3.4.3 (a) through (c), emissions from cars as a result of the Project were identified as producing less than significant impacts. Therefore, it is determined that the odors generated from the development as a result of additional vehicles would also be considered a less than significant impact.

- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The Project will not generate odorous emissions given the nature or characteristics of residential developments. The intensity of an odor source's operations and its proximity to sensitive receptors influence the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 3.4.3-4 below along with a reasonable distance from the source within which the degree of odors could possibly be significant. Manufacturing facilities are known to generate odorous emissions and include a screening distance of one (1) mile. There is a Hydrite Chemical Company facility (SJVAPCD Facility ID 8199) located a third of a mile to the north of the Project site that falls within the 1-mile screening distance set by the SJVAPCD. It should be noted that the SJVAPCD has no rules or standards related to odor emissions other than its nuisance rule.

Table 3.4.3-4
Screening Levels for Potential Odor Sources

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: SJVAPCD 2021

While the Hydrite Chemical facility is located within the 1-mile screening distance as depicted in Table 3.4.3-4, it should be noted that there are other residential and school land uses in the vicinity of the Project that also falls within the 1-mile boundary. In addition, prevailing wind patterns in the area indicate that wind blows primarily from the northwest and southwest depending upon the time of year. As a result, potential odors from the Hydrite Chemical facility would have minimal impact on the Project given the location of the facility with respect to the Project. Lastly, the lack of odor complaints logged for the Hydrite Chemical facility for the previous three years indicates that odorous emissions from the facility would not have a significant impact on the Project.

Based on the assessment above, the Project will not generate potential odorous emissions or attract receivers and other sensitive receptors near existing odor sources. Therefore, impacts are less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.4 - BIOLOGICAL RESOURCES				
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

The impact analysis in this section is based on a *Biological Analysis Report* prepared for the Project ***(QK, Inc., 2021a)***, included as Appendix C.

Impact #3.4.4a – 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 and Wildlife or U.S. Fish and Wildlife Service?

Project activities have the potential to affect biological resources. A reconnaissance survey of the Project and a 250 foot buffer, where feasible, also called the Biological Survey Area (BSA), was conducted on August 30, 2021. The survey consisted of walking meandering pedestrian transects throughout the BSA, where feasible. A portion of the buffer was inaccessible because it overlapped with private residential and industrial properties. Those areas were surveyed visually with the aid of binoculars to gather a representative inventory of the plant and wildlife species present.

No special-status species were observed during the survey. There were no special-status plant species identified within the Project site or survey buffer, and based on historical disturbance and current conditions, none are expected to occur. However, three special-status animal species were determined to have the potential to occur on-site and potentially be affected by the Project. The literature review identified 32 special-status animal species known or with the potential to occur in the vicinity of the project. Of those, three (3) were determined to have the potential to occur on-site.

Swainson's Hawk

Swainson's hawks occur in grassland, desert, and agricultural landscapes throughout the Central Valley and Antelope Valley. Some hawks may be residents, especially in the southern portion of their range, while others may migrate between winter and breeding habitats. They prefer larger isolated trees or small woodlots for nesting, usually with grassland or dry-land grain fields nearby for foraging, and have been known to nest in large eucalyptus trees along heavily traveled freeway corridors. Swainson's hawks forage in grassland, open scrub, pasture, and dryland grain agricultural habitats, primarily for rodents. Swainson's hawks exhibit a moderate to high nest site fidelity for successful nest sites. The nearest occurrence was recorded in 2017, 1.2 miles west of the Project, where a stick nest was observed in an oak tree adjacent to agricultural fields and a commercial area.

Based on information from the reconnaissance site visit, there are large walnut trees in the orchard on the western portion of the site that could potentially support nesting Swainson's hawks, in addition to large, planted trees in urban areas in the vicinity of the Project. The annual grassland on the Project site and within the BSA could potentially provide foraging opportunities for the Swainson's hawk. However, the high density of residential

neighborhoods, traffic, and lack of other potential foraging habitat in the area would decrease the likelihood of Swainson's hawk nesting activity on the Project site.

Western Burrowing Owl

The western burrowing owl is a small ground-dwelling owl that can be found throughout western North America. This species can be found in a variety of habitat types, including grasslands, deserts, or other open habitats where food resources are available and contain treeless areas with low vegetation cover and gently sloping terrain. Burrowing owls use earthen burrows, typically relying on other fossorial mammals to construct their burrows such as CAGS or American badger. They use a burrow throughout the year for temperature regulation, offspring rearing, shelter, and escape from predators. While burrows are most often earthen, they also use atypical burrows such as pipes, culverts, and other man-made structures, most often as shelter. Burrowing owls can have several burrows close to one other that they may frequently move among to avoid predators.

The nearest CNDDB occurrence is from 1998 and was located approximately 5.6 miles northwest of the Project site. No western burrowing owl or diagnostic sign (e.g., burrows, whitewash, pellets, prey remains) were observed during the survey. Burrowing owls are present year-round in the Central Valley and typically use multiple burrows within their ranges. Burrowing owls have also been known to occur in urban and agriculturally developed areas. The prey base (i.e., insects and lizards) within the Project site is marginal, however it is still possible that burrowing owls may become established in the existing CAGS burrows or pass through the Project site as transients.

San Joaquin Kit Fox

The San Joaquin kit fox (SJKF) is a subspecies of kit fox that is endemic to the San Joaquin Valley, Carrizo Plain, and Cuyama Valley, as well as other small valleys in the western foothills of the Central Valley of California. They are only found west of the Sierra Nevada crest. They occupy arid to semi-arid grasslands, open shrublands, savannahs, and grazed lands with loose-textured soils. SJKF are well-established in some urban areas and are highly adaptable to human-altered landscapes. They generally avoid intensively maintained agricultural land but forage well into croplands from surrounding habitat. SJKF uses subterranean dens year-round for shelter and pup-rearing. They are nocturnally active but may be above ground near their dens during the day, particularly in the spring. They feed primarily on small mammals, but will consume a variety of prey, and will scavenge for human food.

The nearest CNDDB occurrence is from 2003 and approximately 3.4 miles northwest of the Project and is presumed extant. No SJKF were observed during the survey. No kit fox or diagnostic sign (e.g., tracks, scat, prey remains, or dens) were observed during the reconnaissance survey. This species is a highly mobile transient forager which preys on small burrowing mammals and has adapted well to urbanized settings, even feeding on anthropogenic food sources. Suitable foraging and denning habitat are present within the BSA, and the species may pass through as a transient.

Implementation of the mitigation measures listed below would reduce impacts of the Project to special-status wildlife species to a level that would be less than significant.

MITIGATION MEASURE(S)

BIO-1: Within 14 days prior to the start of Project ground-disturbing activities, a pre-activity survey with a 500-foot buffer, where land access is permitted, shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the California Department of Fish and Wildlife (CDFW). If dens/burrows that could support any of these species are discovered during the pre-activity survey, the avoidance buffers outlined below shall be established. No work shall occur within these buffers unless the biologist approves and monitors the activity. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

Burrowing Owl (active burrows)

- Non-breeding season: September 1 – January 31 – 160 feet
- Breeding season: February 1 – August 31 – 250 feet

American Badger/SJKF

- Potential or Atypical den – 50 feet
- Known den – 100 feet
- Natal Den –Contact CDFW for consultation

BIO-2: A qualified biologist shall remain on-call throughout the construction phase if a burrowing owl, American badger, or San Joaquin kit fox occurs on the site during construction. If one of these species occurs on-site, the biologist shall be contacted immediately to determine whether biological monitoring or the implementation of avoidance buffers may be warranted.

BIO-3: The following avoidance and minimization measures shall be implemented during all phases of the Project to reduce the potential for impact from the Project. They are modified from the U.S. Fish and Wildlife Service (USFWS) *Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance*.

a. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or Project Site.

b. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20 miles per hour (mph) within the Project Site.

c. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes

or trenches cannot be covered, one or more escape ramps constructed of earthen fill or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the Project Site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted, and USFWS and California Department of Fish and Wildlife (CDFW) shall be consulted.

d. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity until the fox has escaped.

e. No pets, such as dogs or cats, shall be permitted on the Project Sites to prevent harassment, mortality of kit foxes, or destruction of dens.

f. Use of anti-coagulant rodenticides and herbicides in Project Sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe labels and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional Project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes.

g. A representative shall be appointed by the Project proponent, who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured, or entrapped kit fox. The representative shall be identified during the employee education program, and their name and telephone number shall be provided to the USFWS.

h. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to an SJKF during Project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov.

i. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.

j. Any Project-related information required by the USFWS or questions concerning the above conditions or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600.

k. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-4: If Project construction activities occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction activity surveys shall be conducted over the Project area and within 0.5-mile for Swainson's hawk nests in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*, Swainson's Hawk Technical Advisory Committee. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-5: If an active Swainson's hawk nest is discovered at any time within 0.5-mile of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest but depending upon conditions at the site, this distance may be reduced. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.

BIO-6: If Project construction activities are initiated during the nesting season (February 1 to September 15), a pre-activity nesting bird survey shall be conducted within 14 days prior to the start of construction. The surveys shall encompass the Project footprint and accessible areas or land visible from accessible areas within a 250-foot buffer for songbirds and a 500-foot buffer for raptors. If no active nests are found, no further action is required. However, existing nests may become active, and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress.

If active nests are found during the survey or at any time during construction of the Project, an avoidance buffer ranging from 50 feet to 500 feet may be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest, or if breeding attempts have otherwise been unsuccessful. Work may occur within the avoidance buffer under the approval and guidance of the biologist, but full-time monitoring may be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-7: Within 14 days prior to the start of ground disturbance activities, a pre-activity survey shall be conducted by a qualified biologist knowledgeable in the identification of all special-status plant and wildlife species with the potential to occur in the vicinity of the Project. All suitable burrows that could support special-status kangaroo rats, Tulare grasshopper mouse, or other special-status wildlife species shall be avoided during construction in accordance with BIO-5 and BIO-6 unless verification surveys have indicated that the species are not present. Consultation with the USFWS and CDFW may be required if listed or fully protected species are detected during the survey. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.

BIO-8: Prior to the initiation of construction activities, all construction personnel shall attend a Worker Environmental Awareness Training program developed by a qualified biologist. Any personnel associated with the construction that did not attend the initial training shall be trained by the authorized biologist prior to working on the project site. Any employee responsible for the operations and maintenance or decommissioning of the project facilities shall also attend the Worker Environmental Awareness Training program prior to starting work on the project and on an annual basis. The Program shall be developed and presented by the project qualified biologist(s) or designee approved by the qualified biologist(s). The program shall include information on the life histories of special-status species with the potential to occur on the Project, their legal status, course of action should these species be encountered on-site, and avoidance and minimization measures to protect these species. It shall include the components described below:

a. Information on the life history and identification of special-status species that may occur or that may be affected by Project activities. The program shall also discuss the legal protection status of each such species, the definition of "take" under the Federal Endangered Species Act and California Endangered Species Act, measures the Project proponent/operator shall implement to protect the species, reporting requirements, specific measures for workers to avoid take of special-status plant and wildlife species, and penalties for violation of the requirements outlined in the California Environmental Quality Act mitigation measures and agency permit requirements.

b. An acknowledgment form signed by each worker indicating that the Worker Environmental Awareness Training and Education Program has been completed shall be kept on file at the construction site. A copy of the acknowledgment form shall be submitted to the lead agency as evidence of compliance.

c. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the Worker Environmental Awareness Training and Education Program, and signed acknowledgment forms, shall be submitted to the City of Tulare Planning Department.

d. A copy of the training transcript, training video, or informational binder for specific procedures shall be kept available for all personnel to review and be familiar with, as necessary.

e. A sticker shall be placed on hard hats indicating that the worker has completed the Worker Environmental Awareness Training and Education Program. Construction workers shall not be permitted to operate equipment within the construction areas unless they have attended the Worker Environmental Awareness Training and Education Program and are wearing hard hats with the required sticker.

The construction crews and contractor(s) shall be responsible for preventing unauthorized impacts from project activities to sensitive biological resources that are outside the areas defined as subject to impacts by Project permits. Unauthorized impacts may result in project stoppage, and/or fines depending on the impact and coordination with the California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.4b – 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 Wildlife or U.S. Fish and Wildlife Service?

Sensitive natural communities are designated by various resource agencies, including the CDFW, USFWS, Bureau of Land Management, U.S. Forest Service, or are designated by local agencies through policies, ordinances, and regulations. Sensitive natural communities generally have important functions or values for plants and wildlife or are recognized as declining in extent or distribution and warrant some level of protection.

According to the *Biological Analysis Report* prepared for the Project, no water or wetland features are present on the Project site (QK, Inc., 2021a). The literature review, NHD, and NWI identified three Waters of the U.S. or wetland features in the vicinity of the Project site; however, none were observed within the Project site during the reconnaissance survey. One aquatic resource to the south, Mill Creek Ditch, was dry at the time of the survey. Two freshwater ponds to the north of the Project site are no longer present. Further, the CNDDB search resulted in four sensitive natural communities occurring in the region of the Project: Northern Claypan Vernal Pool, Northern Hardpan Vernal Pool, Valley Sacaton Grassland, and Great Valley Oak Riparian Forest. However, none of these communities were determined to have potential to occur within the BSA because all areas have been previously disturbed

and/or are developed and no longer support suitable habitat for sensitive natural communities. There are no sensitive natural communities present on the Project, and therefore would be no impacts to sensitive natural communities.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.4c – 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 direct removal, filling, hydrological interruption, or other means?

See discussion for 3.4.4 - BIOLOGICAL RESOURCES (b). There are no identified water features or federal waters, or wetlands located on or near the Project. Therefore, the Project will result in no impacts to any waters or wetlands.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.4d – Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement corridors, also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. Wildlife movement corridors can be large tracts of land that connect regionally important habitats that support wildlife in general, such as stop-over habitat that supports migrating birds or large contiguous natural habitats that support animals with very large home ranges (e.g., coyotes, mule deer). They can also be small scale movement corridors, such as riparian zones, that provide connectivity and cover to support movement at a local scale.

There are no identified movement corridors on or near the Project site. The Project site may be used by transient foragers such as San Joaquin Kit fox. The open landscape creates a foraging habitat, that may be used from time to time by these species. The Project will result in no impacts to fish or wildlife movement corridors, linkages, or nursey sites.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.4e – Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The General Plan contains policies aimed at the preservation of biological resources and promotes coordination with federal and State resource agencies. The General Plan outlines a work plan with implementation measures by which to uphold these policies, including biological resource review for proposed projects and development of mitigation measures for these projects.

The City of Visalia Valley Oak Ordinance establishes policies for care, trimming, and removal of Valley Oaks. However, the Project does not conflict with the City of Visalia 2030 General Plan, the Valley Oak Tree Ordinance, or any other local ordinances.

Therefore, there are no impacts with respect to local policies and ordinance, and no measures are warranted adopted or approved plans related to the Project.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.4f – Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

The proposed Project would have a significant effect on biological resources if it would:

a) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.*

According to the California Department of Fish and Wildlife BIOS Map Viewer, the Project is not located within an area covered by Habitat Conservation Plan (HCP) or natural Conservation Community Plan (NCCP), or other approved local, regional, or state habitat conservation plan (California Department of Fish and Wildlife, 2022). Therefore, no Project

impacts related to adopted or approved plans would occur, no measures are warranted, and the Project has no impacts.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.5 - CULTURAL RESOURCES

Would the Project:

a.	Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

The impact analyses in this section based on a *Cultural Resources Technical Memorandum*, (QK, Inc., 2021b) which is attached as Appendix D.

Impact #3.4.5a – Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

A cultural resources records search was conducted Southern San Joaquin Valley Information Center (SSJVIC) for the Project. The purpose of the search was to determine whether any known cultural resources or previously conducted cultural resource surveys were located on or near the proposed Project site.

The records search covered an area within one-half mile of the Project and included a review of the *National Register of Historic Places, California Points of Historical Interest, California Registry of Historic Resources, California Historical Landmarks, California State Historic Resources Inventory*, and a review of cultural resource reports on file.

The records search covered an area within one-half mile of the Project and included a review of the National Register of Historic Places, California Points of Historical Interest, California Registry of Historic Resources, California Historical Landmarks, California State Historic Resources Inventory, and a review of cultural resource reports on file.

The records search indicated that the subject property had never been surveyed for cultural resources and it is not known if any exist on it.

Three cultural resource studies have been conducted within a half-mile of the project. Only one cultural resource property has been recorded within a half-mile of the proposed project, the historic route of the Southern Pacific/San Joaquin Valley Railroad. The Project will not impact this cultural resource.

A Sacred Lands File request was also submitted to the Native American Heritage Commission. A response dated August 30, 2021, indicates negative results (see Appendix D).

Based on the results of cultural records search findings and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed Project, the potential to encounter subsurface cultural resources is minimal. Additionally, the Project construction would be conducted within the partially developed and previously disturbed parcel. The potential to uncover subsurface historical or archaeological deposits would be considered unlikely.

However, there is still a possibility that historical or archaeological materials may be exposed during construction. Grading and trenching, as well as other ground-disturbing actions have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact. To reduce the potential impacts of the Project on cultural resources, implementation of CUL-1 and CUL-2, the Project would have a less than significant impact related to cultural resources.

MITIGATION MEASURE(S)

CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from Project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed Project would not cause a substantial adverse change in the significance of a historical resource.

CUL-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American

involvement, in the event of a discovery of human remains, at the direction of the county coroner.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

Impact #3.4.5b – Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

See discussion for Impact #3.4.5(a). Although considered unlikely since there is no indication of any historical or archaeological resources on the Project site, subsurface construction activities associated with the proposed Project could potentially damage or destroy previously undiscovered archaeological resources. This is considered a potentially significant impact. Mitigation is proposed requiring implementation of standard inadvertent discovery procedures to reduce potential impacts to previously undiscovered subsurface historical and archaeological resources. To reduce the potential impacts of the Project on cultural resources, implementation of CUL-1 and CUL-2, the Project would have a less than significant impact related to cultural resources

MITIGATION MEASURE(S)

Implement mitigation measure CUL-1 and CUL-2.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

Impact #3.4.5c – Would the Project disturb any human remains, including those interred outside of formal cemeteries?

See discussion for Impact #3.4.5 - (a). The records searches did not indicate the presence of any human remains, burials, or cemeteries within the Project site. No human remains have been discovered at the Project site, and no burials or cemeteries are known to occur within the area of the Project site. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites. Mitigation Measure MM CUL-2 has been included in the unlikely event that human remains are found during ground-disturbing activities. Accordingly, this is a potentially significant impact. Mitigation is proposed to reduce this potentially significant impact to a level of less than significant.

MITIGATION MEASURE(S)

Implement mitigation measure CUL-1 and CUL-2.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.6 - ENERGY				
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

Impact #3.4.6a – Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient, and unnecessary" if it were to violate State and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The City of Visalia 2030 General Plan discusses how new development would result in increased energy use, in the form of new building energy use and transportation. Both residential and nonresidential development use electricity, natural gas, and petroleum products for power, lighting, heating, and other indoor and outdoor services, while cars use both oil and gas. Use of these types of energy for new development would result in the overall increased use of nonrenewable energy resources. Energy demand during the construction phase would result from the transportation of materials, construction equipment, and construction worker vehicle trips. Compliance with standard regional and local regulations, the Project would minimize fuel consumption during construction. By complying with

standard regional and local regulations, the Project would minimize fuel consumption during construction. Construction-related fuel consumption is not expected to result in inefficient, wasteful, or unnecessary energy use. Thus, construction-related fuel consumption at the Project site would not result in inefficient, wasteful, or unnecessary energy use. The Project would be required to comply with California's Title 24 energy efficiency requirements and other applicable City development standards. Additionally, the Project will be required to comply with all applicable standards and building codes included in the 2019 California Green Building Standards Code. Therefore, the Project will have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.6b – Would the Project Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

See discussion above for 3.4.6 – ENERGY (a). The Project will not conflict with or obstruct a state or local plan for renewable energy efficiency and will have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

3.4.7 - GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

Impact #3.4.7a(i) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazard of fault rupture; however, surface fault rupture is not necessarily restricted to the area within the Alquist-Priolo Zone. The Alquist-Priolo Act prohibits the location of most structures for human occupancy across active fault traces. Within these zones, cities and counties must regulate certain development, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. There are no designated Alquist-Priolo zones in the City of Visalia.

The Project site is identified in the City of Visalia 2030 General Plan as being located within a seismically stable region of the State. While the southern San Joaquin Valley contains some small faults, the closest of these is 30 miles away, and none are known to be active. In comparison to many regions in California, Visalia exhibits relatively little tectonic activity. The major fault systems in the area include the San Andreas Fault, located 75 miles away from Visalia, and the Owens Valley Fault Group, located east of the Sierras and more than 125 miles away from the City. No active or potentially active faults are known to exist within the Planning Area. The closest potentially active fault is located approximately 25 miles southeast of Visalia but is not known to be active within the last 1.6 million years. The San Andreas and Owens Valley fault systems would not be expected to cause surface fault rupture in the Project area and therefore has a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.7a(ii) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Ground movement during an earthquake can vary depending on the overall moment magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. As a rule, the greater the earthquake magnitude and the closer the fault rupture to the site, the greater the intensity of ground shaking. However, different geologic materials respond differently to earthquake waves. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking.

The California Geological Survey and US Geological Survey conducts a Probabilistic Seismic Hazard Analysis based on historic earthquakes, slip rates on major faults and deformation throughout the region, and the potential for amplification of seismic waves by near-surface geologic materials. The resulting earthquake shaking potential is used in developing building code design values, estimating future earthquake losses, and prioritizing earthquake retrofit. According to the City's General Plan, the City experiences low levels of shaking, with less frequency, are expected to damage only weaker masonry buildings. However, very infrequent earthquakes could still cause strong shaking but with implementation of Title 24 building requirements and local standards. Therefore, the Project would have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.7a(iii) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The susceptibility of land sliding/slope failure is dependent on the slope and geology as well as the amount of rainfall, excavation, or seismic activities. Land that has experienced sliding in the past is often more slide-prone and more sensitive to both human-induced changes and to earthquakes. Earthquake-induced ground failures are unlikely to occur in the City of Visalia because of its relatively stable geologic formation and lack of active faults. Therefore, the Project would have less than significant impacts related to seismic-related ground failure.

Settlement of the ground surface can be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur as a result of the relatively rapid compaction and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments) due to the rearrangement of soil particles during prolonged ground shaking. Settlement can occur both uniformly and differentially (i.e., where adjoining areas settle at different rates). Typically, areas underlain by artificial fills, unconsolidated alluvial sediments, slope wash, and areas with improperly engineered construction fills are susceptible to this type of settlement. During an earthquake, some settlement of soil

materials in Visalia may occur. However, very infrequent earthquakes occur within the City of Visalia and the surrounding region. With implementation of Title 24 building requirements and local standards, the Project would have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.7a(iv) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Surface soils exhibit various characteristics dependent on location, slope, parent rock, climate, and drainage. According to the City's General Plan, surface soils in the City of Visalia range from fine sandy loam and loam to alkali soils. The most prevalent soils are Nord fine sandy loam; Grangeville sandy loam, drained; Tagus loam; and Akers-Akers, saline-sodic, complex. Some soils have the potential to present moderate geologic hazards to building, due to their susceptibility to erosion or to expansion and contraction.

In general, soil containing high amounts of silt can be easily eroded, while sandy soils are less susceptible. Erosion is most likely to occur on sloped areas with exposed soil, especially where unnatural slopes are created by cut-and-fill activities. Soil erosion rates can be higher during the construction phase. Excessive soil erosion can eventually damage building foundations and roadways. Most surface soils in the Planning Visalia General Plan Draft Environmental Impact Report 3.7-2 Area have moderate potential for erosion by water; in some areas, the erosion potential is considered low to moderate, depending on soil depth.

The City of Visalia has adopted the 2019 California Building Code as the City's building code and ordinance (Title 15: Buildings and Construction). The City's Subdivision Ordinance requires that a preliminary soils report be provided as part of the application for a tentative subdivision map, unless the city engineer determines that no preliminary analysis is necessary (Title 16: Subdivisions). If the preliminary soils report indicates the presence of expansive soils, settlement, and potential for subsidence, the City will make a recommendation for necessary adjustments to project plans that offset potential soil problems. Adherence to these requirements reduces this impact to a level that is less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.7b – Would the Project result in substantial soil erosion or the loss of topsoil?

Soil erosion occurs when soil is removed by wind and water at a greater rate than it is formed. Soil erosion removes the topsoil first and can continue to transport lower layers. Future development and creation of new impervious surfaces also has the potential to contribute to increased stormwater runoff, which could make soil erosion more severe if stormwater is not handled properly. Soil erosion at construction sites can increase sedimentation in nearby streams and drainage channels.

Soil erosion can lead to sedimentation of watercourses, eventually having an adverse impact on water quality and aquatic life. Furthermore, once erosion occurs, it may be difficult for natural vegetation to reestablish itself. The loss of topsoil to erosion is detrimental to agriculture and other landscaping. The risk of erosion is greatly increased during grading and construction activities, and agricultural practices, when soils are loosened and bare of vegetation.

Construction activities associated with the proposed Project will disturb surface vegetation and soils and expose these disturbed areas to erosion by wind and water. To reduce the potential for soil erosion and loss of topsoil during construction, the Project would comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the State of California Central Valley Regional Water Quality Control Board (RWQCB) during construction. Under the NPDES, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of one acre or more. An SWPPP must identify potential sources of erosion or sedimentation and identify and implement best management practices (BMPs) that ensure reduced erosion. If an SWPPP was not required, the Project would implement the standard BMPs. Typical BMPs intended to control erosion include sandbags, silt fencing, street sweeping, etc. Mitigation Measure GEO-1 requires the approval of an SWPPP to comply with the NPDES General Construction Permit, if appropriate. Compliance with local grading and erosion control ordinances would also help minimize adverse effects associated with erosion and sedimentation. Any stockpiled soils would be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction.

The Project will comply with all the City's grading requirements outlined in Title 24 and Appendix J of the California Building Code. The Project is not expected to result in substantial soil erosion or the loss of topsoil with the incorporation of mitigation measure GEO-1.

Once constructed, the Project will have both impermeable surfaces and permeable surfaces. Impermeable surfaces would include existing roadways, driveways, and structures. Permeable surfaces would include open areas of the site any landscaped areas. Overall, the development of the Project would not result in conditions where substantial surface soils would be exposed to wind and water erosion.

Therefore, with implementation GEO-1, impacts to soil erosion or the loss of topsoil at the Project site will be reduced to less than significant.

MITIGATION MEASURE(S)

GEO-1: Prior to issuing of grading or building permits, if required, (a) the Project applicant shall submit to the Lead Agency (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended best management practices for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly.
- Protecting existing storm drain inlets and stabilizing disturbed areas.
- Implementing erosion controls.
- Properly managing construction materials.
- Managing waste, aggressively controlling litter, and implementing sediment controls.

Evidence of the approved SWPPP shall be submitted to the Lead Agency.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.7c – 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

See above discussions under Impact #3.4.7 (a)(i) - (iv) & (b). The Project will have a less than significant impact with existing state and local requirements and standards.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.7d – 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?

See discussion under Impact #3.4.7(a)(iv). The City of Visalia's Subdivision Ordinance requires a preliminary soils report as part of the application for a tentative subdivision map. If the preliminary soils report indicates the presence of expansive soils, settlement, and potential for subsidence, the city will make recommendation for necessary adjustments to project plans that offset potential soil problems. Adherence to these requirements will reduce the Project impacts to a level that is less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.7e – Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

According to the City of Visalia 2030 General Plan Housing Element, housing developments proposed after adoption of the document are not permitted to use septic tanks or alternative wastewater disposal systems since sanitary sewer lines are used for the disposal of wastewater throughout the city. Therefore, the Project will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have no impact.

Impact #3.4.7f – Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological resources are the mineralized (fossilized) remains of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried. Fossil remains are considered to be important as they provide indicators of the earth's chronology and history. These resources are afforded protection under CEQA and are considered to be limited and nonrenewable, and they provide invaluable scientific and educational data.

The Project site does not have any known paleontological resources or unique geologic features. There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the Project site. Nevertheless, there is some possibility that a buried site may exist in the area and be obscured by vegetation, fill, or other historical activities, leaving no surface evidence.

MITIGATION MEASURE(S)

GEO-2: Prior to any ground-disturbing activities, the Project owner shall develop and implement a Paleontological Worker Education and Awareness Program. If paleontological resources are discovered during ground-disturbing activities (e.g., during Project

construction or decommissioning), all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately until a qualified professional paleontologist (meeting the standards of the Society of Vertebrate Paleontology [SVP]) can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. The paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage are required, recommendations will be consistent with the Society of Vertebrate Paleontology standards that are current as of the discovery and with currently accepted scientific practice.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.8 - GREENHOUSE GAS EMISSIONS				
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The impact analyses in this section based on an *Air Quality & Greenhouse Gas Impact Assessment* (VRPA Technologies, Inc., 2021), which is attached as Appendix B.

Discussion

Impact #3.4.8a – Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The SJVAPCD does not have an established threshold for GHG emission impacts. South Coast Air Quality Management District (SCAQMD) identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. Although the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 9 in the Assessment attached as Exhibit B shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is roughly 70% less than the threshold identified by the SCAQMD, and is shown in Table 3.4.8-1, below.

Table 3.4.8-1
Project Operational Greenhouse Gas Emissions

Summary Report	CO_{2e}
Project Operational Emissions Per Year	2,905 MT/yr

Source: (VRPA Technologies, Inc., 2021)

Results indicate that the resulting permanent greenhouse gas increases related to Project operations would be within the greenhouse gas increases analyzed in the City of Visalia 2030 General Plan EIR, so there would be no increase in severity to the previously identified greenhouse gas impacts, and implementation of the Project will not result in Project-specific or site-specific significant adverse impacts from greenhouse gas emissions within the Project

study area. Therefore, no mitigation measures are needed, and impacts are less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.8b – Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide greenhouse gas (GHG) emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt regulations by January 1, 2011, to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the TCAG region, CARB set targets at thirteen (13) percent per capita decrease in 2020 and a sixteen (16) percent per capita decrease in 2035 from a base year of 2005.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. TCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs.

The Project would be consistent with the City of Visalia 2030 General Plan upon preparation and approval of a general plan amendment in accordance with General Plan Policy LU-P-33 and LUP-24 and the adopted 2018 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth assumptions used in the applicable AQP.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit.

Based on the assessment above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project furthers the achievement of the County's greenhouse gas reduction goals. Therefore, any impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.9 - HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working 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 a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

Impact #3.4.9a – Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project Construction

Project construction-related activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction-related activities. These materials could expose human health or the environment to undue risks associated with their use, and no significant impacts will occur during construction activities.

Transportation, storage, use, and disposal of hazardous materials during construction activities will be required to comply with applicable federal, State, and local statutes and regulations. U.S. Department of Transportation and Caltrans regulate the transportation of hazardous materials. Additionally, the City's routes that have been designated for hazardous materials transport would be used. Any hazardous waste or debris that is generated during the construction of the proposed Project would be collected and transported away from the site and disposed of at an approved offsite landfill or other such facilities. In addition, sanitary waste generated during construction would be managed through portable toilets located at reasonably accessible onsite locations.

Federal and State laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, transported and disposed of, and in the event that such materials are accidentally released, to prevent or mitigate injury to health or the environment. Laws and regulations require hazardous materials users to train employees to manage them safely. The primary Federal agencies with responsibility for hazardous materials management include the U.S. Environmental Protection Agency (EPA), U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). In many cases, California State law mirrors or is more restrictive than federal law, and enforcement of these laws has been delegated to the State or a local agency. The General Plan reflects the following objective:

- S-O-3: Protect soils, surface water, and groundwater from contamination from hazardous materials.

Construction activities associated with the proposed Project may involve the temporary transport and use of minor quantities of hazardous materials such as fuels, oils, lubricants, hydraulic fluids, paints and solvents as a result of construction build-out related to residential development. The handling and transport of all hazardous materials onsite would be required to perform in accordance with all applicable federal, State, and local laws and regulations.

Project Operation

Once constructed, the use of such materials as paint, bleach, etc., is considered common for residential developments. It would be unlikely for such materials to be stored or used in such quantities that would be considered a significant hazard. The Project will not generate or use hazardous materials outside health department requirements. Operation activities will

comply with the California Building Code, local building codes, and applicable safety measures.

Based on the analysis above, Project construction and operation are not anticipated to result in significant impacts due to the transportation, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

Therefore, the Project will not result in any hazards and hazardous material impacts, and with implementation of standard local, state, and federal requirements regarding handling of hazardous materials, and would have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.9b – 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?

Hazardous materials handling on the Project site as a result of the residential development may result in soil and groundwater contamination from accidental spills. Construction of the Project would require preparing and implementing an SWPPP, as noted in Impact #3.4.7b.. The SWPPP is a State requirement under the National Pollution Discharge Elimination System (NPDES) permit for construction sites over one acre. The SWPPP identifies potential sources of pollution from the Project that may affect the quality of stormwater discharge and requires that best management practices (BMPs) be implemented to prevent contamination at the source. By implementing BMPs during any future construction activities, accidental spills of hazardous materials would be contained, and soil and groundwater contamination would be minimized or prevented. Development of a SWPPP and associated BMPs shall be determined by the city engineer through standard permitting processes for the Project.

The proposed Project is not anticipated to create a significant hazard to the public or the environment; as mentioned previously, the residential Project would not routinely transport, use, dispose of, or discharge hazardous materials into the environment. With the implementation of GEO-1 during construction, impacts would be less than significant.

MITIGATION MEASURE(S)

Implement mitigation measure GEO-1.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant with mitigation incorporated***.

Impact #3.4.9c – Would the Project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest school to the Project is Hurley Elementary School, approximately 0.2 miles southeast of the Project site. Construction activities for the residential development could result in the temporary use of hazardous materials and or substances, such as lubricant and diesel fuel during construction. Exhaust from construction and related activities are expected to be minimal and not significant. All future construction related activities as a result of the proposed Project would be subject to local, State, and federal laws related to emissions of hazardous materials and substances. However, construction of the Project would require the use of minimal hazardous materials and require implementation of BMPs when handling any hazardous materials, substances, or waste. As noted in Impact #3.4.3a, emissions from construction and related activities are expected to be minimal and not significant. Once constructed, the residential development is not expected to result in hazardous emissions; therefore, the Project would have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.9d – Would the Project be located on a site that 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?

According to EnviroStor (Department of Toxic Substances Control, 2022) the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

As such, the Project site will not create a significant hazard to the public or the environment and therefore has no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have *no impact*.

Impact #3.4.9e – Would the Project be 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, and

would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

The Project site is located 1.27 miles northeast of the Visalia Municipal Airport and is not located within the Airport Influence Area as indicated in the Tulare County Airport Land Use Compatibility Plan (Tulare County, 2012). Therefore, the proposed Project to develop a 241 single-family residential unit development is compatible and in compliance with the Airport Land Use Compatibility Plan, as it indicated there are no special policies, procedures, and standards referenced in the City's ordinance. Therefore, the Project will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.9f – Would the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The City of Visalia utilized Tulare County's Emergency Operations Plan, which includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure, other flooding, wildland fires, hazardous materials incidents, transportation emergencies, civil disturbance, and terrorist attacks. In addition, the Project would also comply with the appropriate local and State requirements regarding emergency response plans and access (City of Visalia, 2022). The Project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities.

The Traffic Study prepared for the proposed Project did not identify any traffic hazards that impede emergency response or evacuation plans (VRPA Technologies, Inc., 2021a). The Project site and surrounding area are relatively flat, with little to no topography that might obscure visibility to motorists. Additionally, roadway improvements have been proposed to maintain traffic safety with the anticipated increase in vehicle trips. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.9g – Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The land surrounding the Project site is primarily developed with a mix of urban and agricultural uses. The area is not considered to have impacts from wildfires. Further, the Project site is located within the Urban Growth Boundary and the Visalia Sphere of Influence for future development, outside of any natural vegetate community. The Visalia General Plan includes policies that would protect any future development on the Project site and the community from fire dangers.

The Project site is less than 1 mile southwest of the Visalia Fire Department Station 55, the closest fire station. The Project will comply with all applicable State and local building standards as required by local fire codes and impact fees to support additional fire protection services. The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Therefore, there would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.10 - HYDROLOGY AND WATER QUALITY				
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially 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 off-site;	☐	☒	☐	☐
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 release of pollutants due to Project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

Impact #3.4.10a – Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Project construction activities including grading could temporarily increase soil erosion rates during and shortly after Project construction. Construction-related erosion could result in the loss of soil and could adversely affect water quality in nearby surface waters. As noted in Impact 3.4.7a, construction of the proposed Project will be required to prepare a site-specific SWPPP as required by the RWQCB. The SWPPP is required to be approved by the RWQCB prior to construction that identifies project-specific best management measures that are designed to control drainage and erosion. The Project is also required to implement MM GEO-1 to identify the soil types within the development Project area as part of the preparation of a site-specific SWPPP and related BMPs.

The Project site is located 350 feet north of the Mill Creek Ditch and will not impact this waterway as related to the goals and policies of the General Plan and the updated City of Visalia Waterways and Trails Master Plan, as the site is not adjacent to or within a water corridor.

Therefore, implementation of Project-specific drainage improvements as identified in the city's standard requirements for subdivisions would reduce the potential for the proposed Project to violate water quality standards during construction to a less than significant impact with mitigation incorporated.

MITIGATION MEASURE(S)

Implement mitigation measure GEO-1.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.10b – Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

The Visalia area is located within the Kaweah Groundwater Subbasin of the San Joaquin Valley Groundwater Basin. The Subbasin's 696 square miles generally comprises lands in the Kaweah Delta Water Conservation District (KDWCD), and include the Kaweah and St. Johns Rivers, with the former being the primary source of groundwater recharge. The alluvial fans of waterways provide highly permeable areas in which groundwater is readily replenished. Annual rainfall in Visalia usually ranges from eight to 12 inches; however, there is no estimate of what percentage of rainfall reaches the groundwater supply. Groundwater flow is generally southwestward. Based on groundwater elevation maps, horizontal groundwater barriers do not appear to exist in the subbasin.

According to the Department of Water Resources, groundwater levels in the subbasin have declined about 12 feet on average from 1970 to 2000, with periodic fluctuations. As population continues to grow and farming practices continue at the current rate, groundwater levels may also decline unless recharge is increased.

According to the General Plan, the City of Visalia and the Kaweah Delta Water Conservation District (KDWCD) have mutual interests in restoring and maintaining groundwater supplies and controlling flood water, and have worked on a number of projects in the past that benefit City and District interests. Visalia has implemented a Groundwater Overdraft Mitigation Ordinance, which imposes a groundwater mitigation fee on new development and a groundwater impact fee on water suppliers. The fees are used to construct and improve groundwater recharge facilities and to purchase water for groundwater recharge. Recharge efforts are coordinated by the City with KDWCD and local irrigation districts.

According to the U.S. Census Bureau, the average household size in Visalia is 3.02 persons (U.S. Census Bureau, 2022); therefore, future development could support approximately 728 people. According to California Water Service's 2015 UWMP (California Water Service, 2022), the actual water used in 2015 was 160 gallons per capita per day (gpcd). Therefore, the proposed 241 single-family residences would result in estimated water demand of 262,270 gallons/day (728 people x 160 gallons/day = 116,480 gpcd, which 42.5 gallon per capita annually) or approximately 130.4 acre-feet per year.

The City has adopted numerous policies to reduce water demand through conservation and other means and to increase surface water imports to the City and surrounding areas. These include the Groundwater Recharge Fee, Groundwater Impact Fee, Groundwater Mitigation Fee, and the Water Conservation Ordinance.

The developer will be responsible for paying the City of Visalia's Groundwater Overdraft Mitigation Fee, and therefore the Project will result in a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.10c(i) – 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 result in substantial erosion or siltation on-or off-site?

The Project site is mostly flat and would not substantially alter the existing drainage pattern of the site or area. The Project site does not have a stream or river and is approximately 350 feet away from the Mill Creek Ditch. The Project has a proposed storm basin that will collect stormwater runoff on the site. The Project would develop areas of impervious surfaces that

would reduce the rate of percolation at the site, but areas of open space would allow for the percolation of stormwater to recharge the aquifer, or the water would be directed into the City's existing stormwater sewer system. The Project would comply with applicable City development standards and codes. Therefore, the Project would have a less-than-significant impact on drainage patterns or cause substantial erosion or siltation on or off the site.

As discussed in Impact #3.4.10a above, potential impacts on water quality from erosion and sedimentation are expected to be localized and temporary during construction. Construction-related erosion and sedimentation impacts due to soil disturbance would be less than significant after implementing an SWPPP (see Mitigation Measure GEO-1) and BMPs required by the NPDES. No drainages or other water bodies are present on the Project site, and therefore, the proposed project would not change the course of any such drainages.

The existing drainage pattern of the site and area would be affected by Project development because of the increase in impervious surfaces at the site. The Project design includes natural features such as landscaping and vegetation that would allow for the percolation of stormwater. However, there will be an addition in impervious surfaces that could increase the potential for stormwater runoff and soil erosion. The Project would connect to existing City stormwater sewer infrastructure. The Project will comply with all applicable local building codes and regulations to minimize impacts during construction and post-construction. With the implementation of GEO-1, impacts that would result in substantial erosion or siltation on or offsite are less than significant.

MITIGATION MEASURE(S)

Implement mitigation measure GEO-1.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.10c(ii) – 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No drainages or other water bodies are present on the Project site. Therefore, the development of the site would not change the course of any such drainages that may potentially result in on or offsite flooding. Water would be used during the temporary construction phase of the Project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and would generally infiltrate or evaporate prior to running off.

The Project site is flat, and the proposed grading would not substantially alter the overall topography of the Project site. Although the amount of surface runoff on the Project site would not substantially increase with the construction of the Project, runoff patterns and

concentrations could be altered by grading activities associated with the Project. Improper design of the access road or building pads could alter drainage patterns that would cause flooding on or offsite. The potential for the construction of the proposed Project to alter existing drainage patterns would be minimized through compliance with the preparation of an SWPPP (GEO-1). With the implementation of such measures, the Project would not substantially increase the amount of runoff to result in flooding on or offsite. Impacts would be reduced to less-than-significant levels.

Additionally, with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, the new development operations would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite. Impacts would be less than significant with the implementation of GEO-1.

MITIGATION MEASURE(S)

Implement mitigation measure GEO-1.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.10c(iii) – 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 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?

Water would be used during the temporary construction phase of the proposed Project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and would generally infiltrate or evaporate prior to running off.

The Project would comply with all applicable State and City codes and regulations. The Project will construct a stormwater retention basin onsite to capture stormwater, and engineering calculations will support the storm drainage plan to ensure that the Project does not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.10c(iv) – 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 impede or redirect flood flows?

As discussed under Impact #3.4.10(a) – (c)(iii), Project construction activities could potentially alter the course of existing drainage pattern on site. The Project would be required comply with the NPDES Construction General Permit by preparing a SWPPP to specify BMPs to prevent construction pollutants. The proposed Project does not include any construction activities that would direct excess surface waters or impede or redirect any potential flood flows.

Once constructed, there will be imperious surfaces create by the houses, roads, driveways, etc. However, there are also open spaces such as lawns and the proposed park that will allow stormwater to percolate back into the aquifer. The Project would comply with all applicable State and City codes and regulations related to stormwater during construction and post-construction.

Therefore, the Project impacts would be less than significant.

MITIGATION MEASURE(S)

Implement mitigation measure GEO-1.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

Impact #3.4.10d – Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

The Project is located inland and is not located near an ocean or large body of water, and therefore, would not be affected by a tsunami. Since the Project is located in an area that is not susceptible to inundation, the Project would not risk release of pollutants.

There is no potential for the inundation of the Project site by seiche. Therefore, the Project would not contribute to inundation by seiche, tsunami, or mudflow. The Project would have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.10e – Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

See Impact #3.4.10b.

Implementation of the City of Visalia 2030 General Plan policies, California Water Service's 2015 Urban Water Management Plan, the Kaweah Delta Water Conservation District (KDWCD) 2010 Groundwater Management Plan, and the City's involvement with the KDWCD Integrated Regional Water Management Planning (IRWM) program, in addition to the City's Stormwater Master Plan and Management Program and the Waterways and Trails Master Plan, will address the issues of providing an adequate, reliable, and sustainable water supply for the Project's future urban domestic and public safety consumptive purposes. The City of Visalia obtains the majority of its domestic water from California Water Service.

Private development participates in the City's ability to meet water supply goals and initiatives through payment of fees established by the city for construction of recharge facilities, the construction of recharge facilities directly by the Project, or participation in augmentation/enhancement/enlargement of the recharge capability of Fresno Metropolitan Flood Control District storm water ponding basins. While any future development as a result of approval of the proposed Project may be served by conventional groundwater pumping and distribution systems, full development of the Fresno General Plan boundaries may necessitate utilization of treated surface water due to inadequate groundwater aquifer recharge capabilities. The Department of Public Utilities works with Fresno Metropolitan Flood Control District to utilize suitable FMFCD ponding (drainage) basins for the groundwater recharge program and works with Fresno Irrigation District to ensure that the City's allotment of surface water is beneficially used for intentional groundwater recharge.

The City of Visalia Public Works Department will review any future development as a result of the Project approval and associated water demand analysis to determine if water service will be available through City of Visalia. The future development will be required to show water infrastructure connections to the nearest water main and water mains would be extended within the proposed lot to provide service to each unit created, subject to payment of applicable water charges.

City of Visalia Public Works Department will review the future development on the Project site for compliance with water quality and groundwater management and will determine if water service will be available for the Project. Further, the City's General Plan includes policies and initiatives to ensure the City promotes water conservation. Therefore, compliance with payment of the City's Groundwater Overdraft Mitigation Fee would reduce Project impacts to less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
3.4.11 - LAND USE AND PLANNING				
Would the Project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

Impact #3.4.11a – Would the Project physically divide an established community?

The Project is surrounded by undeveloped or developed property to the east, agricultural fields to the south and west, and various industrial uses to the north. There is existing residential development to the south.

The Project would increase an established community within the area and promote orderly land use development by providing the ability to develop the 50 acres, which is a supported goal under the General Plan, and, therefore, would have no impact. The Project proposes connecting to existing roadways, providing future connectivity access, and not dividing an established or future community. Future development would not be built in a pre-existing community area and would not create any physical barrier between an established community.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.11b – 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?

As proposed, the Project will be consistent with the following City of Visalia 2030 General Plan goals, objectives and policies for Land Use.

The General Plan establishes two new growth boundaries to reflect current conditions and available population and job growth data. The First Tier, also known as the Urban Development Boundary I or UDB (Tier I), is largely coterminous with the 2012 city limits. It comprises slightly over half of the potentially developable land under the Plan, and could support a target buildout population of approximately 160,000. The Second Tier, known as the Urban Development Boundary II or UDB (Tier II) comprises 27,936 acres and could support a target build population of approximately 178,000..

The City of Visalia 2030 General Plan has designated the Project area within the existing and proposed city limits as developable under the Tier 2 Urban Development Boundary. The General Plan established criteria, dependent upon land use type, for when development may advance from the first tier (Tier I) to subsequent tiers (Tiers II and III), which are contained in Policy LU-P-21 of the General Plan. For residential uses, the threshold is the issuance of permits for 5,850 housing units within Tier 1 since April 1, 2010. The City met the residential permit threshold in July 2021 and now considers development located with Tiers 1 and/or 2 (City of Visalia, 2021). The Project will not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation, as the Project site has been identified for future residential development build-out. The Project will have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less–than-Significant Impact	No Impact
3.4.12 - MINERAL RESOURCES					
Would the Project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

Impact #3.4.12a – 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?

According to the City of Visalia 2030 General Plan, the Project site is not located in an area designated for mineral resource preservation or recovery; therefore, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

According to the Department of Conservation Division of Mine Reclamation SMARA mapping tool, the nearest open mine (Kaweah South 91-54-0036) to the Project site is approximately 16 miles to the northeast (Department of Conservation, 2022). Additionally, the Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder tool does not designate an active oil or gas well in proximity to the Project site (Department of Conservation, 2022).

The Project will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

Impact #3.4.12b – 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 land use plan?

The Project site is not delineated on a local general plan, specific plan, or other land use plan as a locally important mineral resource recovery site; therefore, it will not result in the loss of availability of a locally-important mineral resource. Therefore, the Project would have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.13 - NOISE				
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne 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 a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐

The impact analyses in this section based on an *Environmental Noise & Vibration Assessment* (Bollard Acoustical Consultants, Inc., 2021), which is attached as Appendix E.

Discussion

Impact #3.4.13a – Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment.

Construction Noise

During Project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the Project work area would also

vary depending upon the proximity of equipment activities to that point. The nearest existing sensitive uses (residential) are located approximately 30 feet away from where construction activities could occur within the Project area.

Based on the equipment noise levels in Table 3.4.13-1 below, worst-case on-site Project construction equipment noise levels at the nearest residential uses located 30 feet away are expected to range from approximately 80 to 89 dB.

Table 3.4.13-1
Construction Equipment Reference and Projected Noise Levels

Equipment Description	Maximum Noise Level at 50 Feet (dB)	Predicted Maximum Noise Level at 30 Feet (dB)
Air compressor	80	84
Backhoe	80	84
Ballast equalizer	82	86
Ballast tamper	83	87
Compactor	82	86
Concrete mixer	85	89
Concrete pump	82	86
Concrete vibrator	76	80
Crane, mobile	83	87
Dozer	85	89
Excavator	85	89
Generator	82	86
Grader	85	89
Impact wrench	85	89
Loader	80	84
Paver	85	89
Pneumatic tool	85	89
Pump	77	81
Saw	76	80
Scarifier	83	87
Scraper	85	89
Shovel	82	86
Spike driver	77	81
Tie cutter	84	88
Tie inserter	85	89
Truck	84	88

Source: (Bollard Acoustical Consultants, Inc., 2021)

The Visalia General Plan exterior noise level standard of 65 dB DNL applicable to transportation noise sources affecting residential uses. Therefore, it is possible Project

construction equipment could result in short-term increases over ambient maximum noise levels at nearby existing residential uses. Further, it is possible that those noise levels could exceed the applicable Visalia General Plan and Municipal Code noise level limits. As a result, noise impacts associated with Project's construction activities are identified as being potentially significant. Therefore, mitigation measures have been proposed to reduce noise impacts to less than significant levels. NSE-1 requires the Project developer or contractor to continuously comply with measures to reduce noise impacts from the Project. This includes restricting construction activities to daylight hours, the use of noise baffles or mufflers on construction equipment, the use of electric equipment, locating equipment in areas away from sensitive receptors, and neighboring property owners will be notify of construction scheudles prior to the start of construction. Implementation of MM NSE-1 will reduce noise impacts to less than significant levels.

Traffic Noise

The development of the Project will result in increased traffic volumes on the local roadway network. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. The analyses provided in the study utilized the FHWA Model with traffic input data from the project traffic impact analysis to predict project-generated traffic noise level increases relative to Opening Year, 5-Year Horizon, 10-Year Horizon, and 20-Year Horizon project and no Project conditions (Bollard Acoustical Consultants, Inc., 2021).

The study indicated that the existing ambient noise environment within the Project area is defined primarily by traffic on Shirk Street to the east, and by industrial operations from adjacent uses to the north. It was also concluded that baseline ambient conditions were considerably higher than baseline traffic noise levels.

Based on the analyses provided in the study, including consideration of measured existing ambient noise conditions within the Project area, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the Project are identified as being less than significant.

Industrial Operations Noise at Proposed Residential Uses

There are industrial uses adjacent to the north side of the Project boundary that exceed the City of Visalia's General Plan and Municipal Code daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, respectively (Bollard Acoustical Consultants, Inc., 2021). However, CEQA does not require an analysis of impacts of the existing environment on the Project itself. The noise levels emanating from the neighboring industrial operation would be considered part of the baseline ambient noise levels present at the Project. However, NSE-2 requires the developer to record a covenant on the Project properties disclosing noise impacts from the adjacent industrial uses identified. The covenant, combined with implementation of the City of Visalia's General Plan and Municipal Code standards for noise impacts will reduce impacts to a less than significant level.

MITIGATION MEASURE(S)

NSE-1: The Project developer or contractor shall continuously comply with the following measures throughout construction activities:

a. Pursuant to Visalia Municipal Code Section 8.36.050(C), the operation of construction equipment including jackhammers, portable generators, pneumatic equipment, trenchers, or other such equipment shall not be operated on the project site between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m.

b. All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.

c. All mobile or fixed noise-producing equipment used on the project site that is regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction activity.

d. Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.

e. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

f. Project area and site access road speed limits shall be established and enforced during the construction period.

g. Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

NSE-2: Prior to final map recordation, the Developer shall record a covenant on all lots to disclose noise exposure from the stationary industrial equipment adjacent to the Project site. The covenant will ensure future residential property owners are notified of the potential noise impacts with disclosure language as follows:

> *"Property owner(s) of lots within the Shepherds Ranch I/ Shepherds Ranch II Project are hereby notified that noise levels from adjacent industrial operations may exceed the City of Visalia 2030 General Plan and Municipal Code daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, respectively."*

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.13b – Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

During Project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing sensitive receptors have been identified as residential structures located approximately 30 feet from construction activities that would occur within the Project area.

The City of Visalia does not currently have adopted standards for groundborne vibration. As a result, the noise study prepared for this Project indicated that the vibration impact criteria developed by the California Department of Transportation (Caltrans) was applied to the Project. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include impact pile drivers, blasting, drop balls, "pogo stick" compactors, and crack-and-seat equipment. Table 3.4.13-2 below has identified construction equipment proposed to be utilized for this Project's construction activities.

Table 3.4.13-2
Vibration Source Levels for Construction Equipment and Projected Levels at 30 Feet

Equipment	Maximum Vibration Level at 25 Feet (PPV)[1]	Predicted Maximum Vibration Level at 30 Feet (PPV)
Vibratory roller	0.210	0.160
Hoe ram	0.089	0.068
Large bulldozer	0.089	0.068
Caisson drilling	0.089	0.068
Loaded trucks	0.076	0.058
Jackhammer	0.035	0.027
Small bulldozer	0.003	0.002

[1] PPV = Peak Particle Velocity
Source: 2020 FTA Transit Noise and Vibration Impact Assessment Manual and BAC calculations

As shown above in Table 3.4.13-2, vibration levels generated from on-site construction activities at the nearest existing sensitive structures located approximately 30 feet away (residences) are predicted to be below the strictest Caltrans thresholds. Further, construction activities are not expected to result in adverse human response relative to the vibration annoyance criteria. Therefore, on-site construction within the Project area is not expected to result in excessive groundborne vibration levels at nearby existing sensitive uses.

It is expected that the Project would not result in the exposure of persons to excessive groundborne vibration levels at proposed uses of the Project; therefore this impact is less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.13c – Would the Project result in for a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

The Project is located approximately 1 ¼ miles to the northeast of Visalia Municipal Airport. The Project is geographically located outside of the established 55 dB CNEL airport noise contour not within a safety zone identified in the ALUCP (County of Tulare, 2012).

Impacts are considered to be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less- than Significant Impact	No Impact
3.4.14 - POPULATION AND HOUSING				
Would the Project:				
a. Induce substantial population unplanned growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Impact #3.4.14a – Would the Project induce substantial population unplanned 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)?

The proposed Project includes the development of 240 single-family residences and a 3.051-acre linear park with associated utilities and infrastructure.

Population forecasts adopted by the City's General Plan indicates growth for the City population of 210,000 people by 2030, with an average annual growth rate of 2.6 percent (City of Visalia, 2014). The total population of the City of Visalia is 141,384 people, and the average persons per household is 3.02 (U.S. Census Bureau, 2022).

As noted previously, the City General Plan has designated the Project site for future urban uses under the Urban Growth Development Tier 2. Implementation of this Project will support the General Plan designation for future urban land use Policy LU-P-21 for residential development. The General Plan established criteria, dependent upon land use type, for when development may advance from the first tier (Tier I) to subsequent tiers (Tiers 2 and 3), which are contained in Policy LU-P-21 of the General Plan. For residential uses, the threshold is the issuance of permits for 5,850 housing units within Tier 1 since April 1, 2010. The City met the residential permit threshold in July 2021 and now considers development located with Tiers 1 and/or 2 (City of Visalia, 2021). Thus, it is anticipated that the area would be residentially developed to meet the housing needs of the City, and the Project will not induce substantial unplanned population growth.

In addition, it is likely some portion of the people who would purchase Project homes may already reside in Visalia or the surrounding communities, thereby reducing the overall impact on the population the Project may generate. The Project would not include upsizing of offsite infrastructure or roadways. Impacts would be less than significant.

Therefore, Project impacts are considered to be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.14b – Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The surrounding parcels are developed with residential or industrial uses to the north and east of the Project. The properties to the south and west are undeveloped agricultural land. The General Plan's existing land use designations for the Project site are Residential Very Low Density and Residential Low Density. The proposed General Plan Amendment eliminates the Residential Very Low Density designation and increases the acreage of the Residential Low Density designation.

Construction of the Project would likely be completed by construction workers residing in the City or the surrounding area; they would not require new housing. The Project will not result in the displacement of any persons as there are no residential units on the Project site. As such, no impact associated with displacement of housing or people would occur. In conclusion, with the implementation of the Project, the Project will not result in any population and housing impacts.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have ***no impact***.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.15 - PUBLIC SERVICES					
Would the Project:					
a. 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 to other performance objectives for any of the public services:					
i.	Fire protection?	☐	☐	☒	☐
ii.	Police protection?	☐	☐	☒	☐
iii.	Schools?	☐	☐	☒	☐
iv.	Parks?	☐	☐	☒	☐
v.	Other public facilities?	☐	☐	☒	☐

Discussion

Impact #3.4.15a(i) – 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 to other performance objectives for any of the public services - Fire Protection?

The City of Visalia Fire Station 55 is less than 1 mile southwest of the Project.

Prior to the recordation of the proposed subdivision maps, the developer will be required to pay development impact fees. A portion of those funds will be specifically earmarked for the use of the Fire Department to maintain an adequate level of service within its service boundary. The entire Project, whether submitted in phases or not, will be subject to review by the City of Visalia Engineering, Public Works, and Fire Department in order to determine whether the Projects infrastructure design is in compliance with City policies for development. The Project's water system will be reviewed to verify that the system can supply the required fire flow for fire protection purposes. The establishment of gallons-per-

minute requirements for fire flow shall be based on the review of the City of Visalia Fire Department.

Development of the Project will increase the need for fire protection services and expand the service area and response times of the local City Fire Department. As previously mentioned, the Project will be required to adhere to any conditions/policies pertaining to the construction of infrastructure needed for the Visalia Fire Department to provide an adequate level of fire protection service.

According to the General Plan and the standard review procedures for development projects within the City of Visalia, the Project's plans and permits will be reviewed for input from the Fire Department. The Project's proposed construction would be located adjacent to existing residential areas, which the City Fire Department already serves. The developer will be required to pay development impact fees to offset growth in population in the area that would impact fire protection. Impacts would be less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.15a(ii) – 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 to other performance objectives for any of the public services – Police Protection?

The Visalia Police Department (VPD) provides police protection in the City of Visalia and collaborates with other law enforcement agencies and the District Attorney's office on crime prevention. The City has approximately 143 sworn officers working out of two districts. The City of Visalia Police Station - District 1office is located approximately 4 miles east, and the District 2 office is approximately 4.5 miles southeast. The District 1 office serves northern Visalia. The Project is proposing development in an area that is adjacent to residential development and undeveloped agricultural land. The Project proposes additional residential development in a previously undeveloped location, which will increase the need for police services. However, the Project will pay appropriate development fees based on the adopted fee calculations and is responsible for constructing any infrastructure needed to serve the Project. Impacts would be less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.15a(iii) – 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 to other performance objectives for any of the public services – Schools?

Visalia Unified School District (VUSD or District) provides public education from kindergarten through 12th grade in the Planning Area. The nearest schools to the Project site include Hurley Elementary School, located 0.3 miles east, Ridgeview Middle School, located 0.8 miles north, and El Diamonte High School, located 2.2 miles south. The General Plan identifies a need for a total of 21 new schools, including 17 new elementary schools, two middle and two high schools to accommodate projected growth through 2030. The General Plan identifies a proposed school site adjacent to the Project Site on the south boundary. It is noted in the General Plan that specific locations may change depending on a variety of factors, including land availability, infrastructure needs, and financing.

The Project shall implement the City of Visalia's new development and subdivision requirements related to schools. Pursuant to Government Code Section 66006, school districts must maintain separate capital facilities account for reportable fees, and must make available to the public within 180 days after the last day of each fiscal year a Reportable Fees Report. Pursuant to Government Code Section 66001, school districts must make findings every five years with respect to unexpended funds.

The finalized and most recent Developer Fees Report was made available to the public by the Visalia Unified School District website (Visalia Unified School District, 2022) that includes the School Facility Needs Analysis (SFNA). According to the VUSD Website (Visalia Unified School District, 2022), residential school fees established for developers within the City of Visalia is $4.41 per square foot. The purpose of Developer Fees is for the construction and/or reconstruction of facilities necessary to accommodate the students generated by new residential and commercial development.

According to Government Code Section 65996, the development fees authorized by SB 50 are deemed "full and complete school facilities mitigation." School districts would utilize the General Plan and codes to establish new school sites and make decisions on school amenities and facility size. The development will be subject to school impact fees to mitigate any increased impacts on school facilities. Project impacts will be less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.15a(iv) – 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 to other performance objectives for any of the public services – Parks?

Neighborhood and community parks are an important component of the City of Visalia 2030 General Plan, as both recreational and aesthetic resources that contribute to the City's character. The City maintains several types of parks and facilities. Almost all parkland described here is owned by the City or another public body and used for public recreational purposes, though some small parks are maintained by local landscaping and lighting and lighting district.

Visalia classifies parks and public open space into five general categories. Facilities at each park type vary according to size. Park sizes within the City of Visalia include Pocket Park, Linear park, Community Park, Large City Park, and Natural Corridors and Greenways.

As mentioned in previous sections, the Project contains a 3.05-acre linear park. The developer is required to provide acquisition and development costs associated with the annual established fees as indicated in the City's municipal code, which would reduce Project impacts to less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.15a(v) – 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 to other performance objectives for any of the public services – Other Public Facilities?

Community facilities are the network of public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs and special events. The City also provides animal control services, refuse pick-up (via an agreement with Tulare County Resource Management Agency and Consolidated Waste Management Authority), and drainage management (City of Visalia,

2014). These services receive funds allocated through the General Fund, usage fees, penalties, or impact fees.

These facilities within the City of Visalia include community centers, civic buildings, libraries, visual and performing arts venues, medical facilities, and other social and community services. The Project is required to implement the City of Visalia's new development and subdivision requirements related to public facilities, which would reduce Project impacts to be less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less–than-Significant Impact	No Impact
3.4.16 - RECREATION				
Would the Project:				
a. 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. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

Impact #3.4.16a – 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?

See discussion under Impact #3.4.11 (b) and Impact #3.4.15 (a)(iv).

Visalia has a number of parks dispersed throughout City neighborhoods. The Riverway Sports Park is approximately 4 miles northeast, Plaza Park is approximately 2 miles southwest, West Main Park is 2.5 miles southeast, and Constitution Park is less than 2 miles southeast of the Project site.

The Project is proposing the development of a park that will be available for the community/public. The City's General Plan defines an overall parkland standard of 7.6 acres per 1,000 residents; however, this total consists of separate standards for city parks, school sites, and private open space. The City has a ratio of five acres of parkland per 1,000 residents. (City of Visalia, 2014).

The Project to develop 241 single-family residences will increase the use of existing neighborhood and regional parks. However, the Project also includes development of a 3.051 acres of linear park along the north boundary of the site, which would decrease existing recreational facility impacts to less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.16b – Would the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

See discussion under Impact #3.4.11 (b) Impact #3.4.15 (a)(iv) and Impact #3.4.16a. The Project's linear park would include green space and playground equipment for children. The Project would not cause the construction or expansion of any existing recreational facilities elsewhere off-site. Impacts would be considered as less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.17 - TRANSPORTATION AND TRAFFIC					
Would the Project:					
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 CEQA Guidelines Section 15064.3, Subdivision (b)?	☐	☐	☒	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

The impact analyses in this section based on a a revised *Traffic Impact Study* (VRPA Technologies, Inc., 2022b), which is attached as Appendix F.

Discussion

Impact #3.4.17a – Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Transit Services

Visalia Transit (VT) is the transit operator in the City of Visalia. The closest is VT Route 10 and Route 11, which runs on W. Noble Avenue (or Highway 198), located approximately 0.7 miles south of the Project site. VT operates several fixed routes that serve city residents with some routes serving the outlying cities and communities. VT operates fixed route service 7 days a week with operational hours Monday through Friday between 6:00 a.m. and 9:30 p.m., 9:00 a.m. and 6:30 p.m. on Saturdays, and between 8:00 a.m. and 6:30 p.m. on Sundays. Visalia has additional transit services that interconnect to other regional locations that could be reached from Route 10 and Route 11.

The Project is not expected to disrupt or impede existing transit facilities and therefore has a less than significant impact.

Bicycle and Pedestrian Facilities

The City's General Plan Update identifies bicycling and walking as inexpensive, energy-conserving, healthful, and non-polluting modes of transportation. Visalia's flat topography and dry, moderate climate make choosing to walk or bicycle an attractive transportation option during much of the year. The City of Visalia Bikeway Plan was adopted in February 2011 and is intended to guide bikeway policies, programs and facility improvements to improve safety, comfort and convenience for all bicyclists in the City of Visalia.

Currently, no bike lanes exist in the vicinity of the proposed Project site along Road 88 (future collector). However, the City of Visalia Bikeway Plan has identified portions of Road 88 adjacent to the Project site as developed for Greenway street plans, and General Plan Policy T-P-45 requires that collector streets include a bike lane. In addition, North Shirk Street is identified as a Class II Future Bike Lane according to the City's General Plan. At the time of development, the City will review the Project to identify whether or not a bike lane would be required to be constructed along the Project's frontage of North Shirk Street.

The Project is not expected to disrupt or impede existing or planned bicycle facilities with implementation of the City's requirements, and therefore has a less than significant impact.

Pedestrian

Currently, walkways do not exist in the vicinity of the proposed Project site along Road 88 (future collector) on the west side of the Project boundary. The Project proponent will be responsible for implementing all applicable requirements for updating sidewalks and other related infrastructure as directed by the City of Visalia. As stated above under Bicycle and Pedestrian Facilities, implementation of the City's Bikeway Plan will be required as identified along Road 88 and as reflected in the General Plan for North Shirk Street.

Roadway

Access to and from the Project site will be from Shirk Street, located on the east side of the Project boundary, and from Road 88, located on the west side of the Project boundary. The City General Plan Update indicates that Shirk Street adjacent to the Project is considered a Deferred Arterial that will eventually connect with a proposed upgraded interchange south of the Project on SR 198. The General Plan established LOS "D" as the minimum acceptable LOS standard on city roadways. Although Caltrans has not designated a LOS standard, Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) indicates that when the LOS of a State highway facility falls below the LOS "C/D" in rural areas and the LOS "D/E" in urban areas, additional traffic may have a significant impact.

The following intersections were analyzed for this Project:

- Shirk Street / SR 198 EB Ramps
- Shirk Street / SR 198 WB Ramps
- Shirk Street / Hillsdale Avenue

- Shirk Street / School Avenue
- Shirk Street / Hurley Avenue
- Shirk Street / Allen Avenue (New Road)
- Shirk Street / Goshen Avenue
- Road 88 / Project Access
- Road 88 / Goshen Avenue

The Project trip generation and design hour volumes shown in Table 3.4.17-1 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

Table 3.4.17-1
Project Estimated Trips

									Peak Hour Trips			
Land Use	Units	ITE Land Use Code	Daily Trip Rate	Daily Trips	% AM Peak	% AM Inbound	% PM Peak	% PM Inbound	AM In	AM Out	PM In	PM Out
Single Family Housing	241	210	9.407	2,267	7.3%	26%	10.0%	63%	43	123	143	84
			Total	2,267				Total	43	123	143	84
									166		227	

Source: (VRPA Technologies, Inc., 2022b) Generation factors from ITE Trip Generation Manual, 11th Edition

The City adopted a threshold of LOS D for street segments and intersections. Table 3.4.17-2 illustrates the intersections within the scope of the study and indicates the anticipated Level of Service (LOS) prior to and with the addition of Project traffic. In addition to the analysis of the Project, there are several other development projects within the Project's vicinity that will add additional trips to the study intersections and segments.

Table 3.4.17-2
Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	OPENING YEAR WITHOUT PROJECT		OPENING YEAR PLUS PROJECT		5-YEAR HORIZON WITHOUT PROJECT		5-YEAR HORIZON PLUS PROJECT		10-YEAR HORIZON WITHOUT PROJECT		10-YEAR HORIZON PLUS PROJECT		20-YEAR HORIZON WITHOUT PROJECT		20-YEAR HORIZON PLUS PROJECT	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1. Shirk Street / SR 198 EB Ramps	All-Way Stop Sign	-- [1]	AM	20.1	C	24.1	C	25.6	D	32.8	D	**42.6**	**E**	**52.5**	**F**	**98.6**	**F**	**116.0**	**F**
			PM	26.2	D	34.8	D	27.7	D	**49.1**	**E**	**57.7**	**F**	**62.7**	**F**	**130.3**	**F**	**148.3**	**F**
2. Shirk Street / SR 198 WB Ramps	All-Way Stop Sign	-- [1]	AM	**64.7**	**F**	**95.1**	**F**	**96.3**	**F**	**127.0**	**F**	**138.4**	**F**	**169.9**	**F**	**239.8**	**F**	**275.0**	**F**
			PM	**83.0**	**F**	**117.4**	**F**	**115.4**	**F**	**156.7**	**F**	**173.6**	**F**	**218.4**	**F**	**309.5**	**F**	**354.3**	**F**
3. Shirk Street / Hills dale Avenue	One-Way Stop Sign	D	AM	**92.4**	**F+**	**140.4**	**F+**	**157.9**	**F+**	**242.4**	**F+**								
			PM	**54.6**	**F+**	**79.0**	**F+**	**77.6**	**F+**	**121.9**	**F+**								
4. Shirk Street / School Avenue	One-Way Stop Sign	D	AM	**43.1**	**E+**	**54.3**	**F+**	**56.4**	**F+**	**74.5**	**F+**								
			PM	34.8	D	**44.6**	**E+**	**42.9**	**E+**	**56.4**	**F+**								
5. Shirk Street / Hurley Avenue	Signalized	D	AM	18.7	B	19.7	B	21.3	C	22.4	C								
			PM	10.0	B	11.3	B	10.7	B	12.1	B								
6. Shirk Street / Allen Avenue	One-Way Stop Sign	D	AM			16.6	C			18.1	C								
			PM			16.5	C			18.0	C								
7. Shirk Street / Goshen Avenue	Signalized	D	AM	40.0	D	41.1	D	44.3	D	46.6	D								
			PM	34.4	C	41.9	D	38.0	D	49.0	D								

8. Road 88 / Project Access	One-Way Stop Sign	D	AM			8.5	A			8.5	A								
			PM			8.5	A			8.5	A								
9. Road 88 / Goshen Avenue	One-Way Stop Sign	D	AM	17.8	C	17.8	C	19.1	C	19.3	C								
			PM	17.9	C	17.9	C	19.6	C	20.1	C								

DELAY is measured in seconds. LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded For s ignalized and all-way stop intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1 - With the changes brought about by SB 743, Caltrans no longer uses level of service to determine the need for transportation improvements . Instead, the focus is on providing adequate facilities for pedes trians, bicycles, and transit as well as safety considerations for al l transportation modes . Guidance is provided in the Transportation Impact Study Guide dated May 20, 2020 and the Interim Land Development and O ntergovernmental Review Safety Review Practitioners Guidance dated July 2020. This guidance was us ed in determining the need for roadway improvements on Caltrans facilities.

+ Does not meet peak hour signal warrants. Provided for informational purposes only.

As shown above, three of the study intersections (Shirk Street at SR 198 EB Ramps / Shirk Street at SR 198 WB Ramps / Shirk Street at Hillsdale Avenue / Shirk Street at School Avenue) were found to exceed the City LOS threshold at the opening year and beyond.

The Project will generate approximately 2,267 ADT and will cause, in addition to other nearby developments, significant LOS impacts relating to the generation of unacceptable LOS at three intersections. Mitigation will be required to alleviate the LOS impacts caused by the Project and other proposed development in the area.

Pro-Rate Fair Share of Future Transportation Improvements

Based on the results of the capacity analysis and mitigation analysis, improvments are recommended on the Shirk Avenue intersections with the SR 198 Eastbound ramps and Shirk Avenue and Sr 198 Westbound ramps. Traffic signals as well as additional lanes are expected to be needed. Implementation of this level of improvements is beyond the scale of the proposed project and is recommended to be done by others. It is recomened that the Project contribute to the City of Visalia's traffic impact fee program. Contribution of fees to this program will directly or indirectly contribute to the improvements described below as well as general roadway improvements on the City of Visalia.

Table 3.4.17-3
20-Year Horizon Equitable Share Responsibility

INTERSECTION	PEAK HOUR	EXISTING	PROJECT TRIPS	20-YEAR HORIZON PLUS PROJECT	FAIR SHARE PERCENTAGE
Shirk Street / SR 198 EB Ramps	AM	1,136	77	2,037	8.5%
	PM	1,275	79	2,230	8.3%
Shirk Street / SR 198 WB Ramps	AM	1,519	122	2,773	9.7%
	PM	1,446	164	2,677	13.3%
Shirk Street / Hillsdale Avenue [1]	AM	1,362	122	1,871	24.0%
	PM	1,349	164	1,872	31.4%
Shirk Street / School Avenue [1]	AM	1,304	122	1,765	26.5%
	PM	1,277	164	1,738	35.6%

1 - Provided for inormational purposes only and based on 5-Year Horizon

The proposed Project will impact the existing transportation systems and will have an impact on the existing plans, ordinances, or policies related to the effectiveness or performance of the circulation system. Mitigation Measure MM TRA-1 requires the Project developer to pay their impact fees based on the cost to signalize three intersections and citywide improvments. With the implementation of the MM TRA-1, impacts will be less than significant.

MITIGATION MEASURE(S)

TRA-1: Prior to the issuance of building permits, the developer shall pay city wide impact fees in the amount of $1,502,635 for of the following intersections improvements and citywide improvements:

c. Shirk Street at SR 198 EB Ramps:

5-Year With Project and 10-Year With and Without Project Horizon scenarios:

- Installation of traffic signal

20-Year With and Without Project Horizon scenarios:

- Install traffic signal
- Widen the eastbound approach to 1 left turn lane, 1 left-through lane, and 1 right turn lane (adding 1 left turn lane)

d. Shirk Street at SR 198 WB Ramps

Opening Year With and Without Project, 5-Year With and Without Project, and 10-Year Without Project Horizon scenarios:

- Installation of traffic signal

10-Year With Project and 20-Year With and Without Project Horizon scenarios:
- Intall traffic signal
- Widen the westbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

Impact #3.4.17b – Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Under SB 743, vehicle miles traveled (VMT) is a key measure used for gauging the environmental impacts of projects under CEQA.

VMT Analysis

An assessment of potential VMT impacts associated with the Project was analyzed in the TIS to address changes in CEQA requirements. The VMT analysis compared the Project's expected VMT/capita to regional averages. The Project's VMT impacts will be considered less than significant if the VMT per capita is 16 percent below regional averages (or lower). The Tulare Council of Governments (TCAG) regional travel demand model was used in this calculation. The results are as follows:

- Project VMT/capita: 8.07
- Regional VMT/capita: 11.7

As discussed in Section 3.0 Impacts of the TIS, the potentially significant impacts resulting from the Project relate to the generation of unacceptable LOS at various intersections in the long term. Therefore, the Project's VMT impacts are less than significant.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.17c – 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)?

The Project will be designed to meet current standards and safety regulations. All intersections will be constructed to comply with the City and Caltrans regulations, and

design and safety standards of Chapter 33 of the California Building Codes (CBC) and the guidelines of Title 24 to create safe and accessible roadways.

Vehicles exiting the subdivision will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entry driveways could impede such views if improperly installed. Specific circulation patterns and roadway designs will incorporate all applicable safety measures to ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the Project area would not occur.

Therefore, the Project will have a less-than-significant impact with the incorporated design features and all applicable rules and regulations.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.17d – Would the Project result in inadequate emergency access?

See the discussion in Impact #3.4.9f

State and City Fire Codes establish standards by which emergency access may be determined. The proposed Project would have to provide adequate unobstructed space for fire trucks to turn around. The proposed Project site would have adequate internal circulation capacity, including entrance and exit routes to provide adequate unobstructed space for fire trucks and other emergency vehicles to gain access and to turn around. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the Project would result in a less-than-significant impact associated with emergency access.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less–than-Significant Impact	No Impact
3.4.18 - TRIBAL CULTURAL RESOURCES				
Would the Project:				
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

Impact #3.4.18a(i) – 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 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)?

Native American Tribal Consultation was completed for the Project in compliance with Assembly Bill 52 (AB 52), the California Environmental Quality Act (CEQA), and the Public

Resources Code. A Sacred Land Files search was requested from the Native American Heritage Commission (NAHC), and a response was received on August 30, 2021. As noted, the NAHC Sacred Lands File, results were negative and did not indicate the presence of any cultural places within the Project area.

As noted in Impact $#3.4.5a-b, *Cultural Resources*, a cultural resources records search was conducted by the Southern San Joaquin Valley Information Center (SSJVIC), *National Register of Historic Places*, *California Points of Historical Interest*, *California Registry of Historic Resources*, *California Historical Landmarks*, and *California State Historic Resources Inventory* for the Project. It was noticed that there were no known cultural resources identified in the area.

Only one cultural resource property has been recorded within a half mile of the proposed project, the historic route of the Southern Pacific/San Joaquin Valley Railroad. The Project will not impact this cultural resource.

Although considered unlikely, since there is no indication of any tribal cultural resources on the Project site, subsurface construction activities associated with the proposed Project could potentially damage or destroy previously undiscovered tribal cultural resources. This is considered a potentially significant impact.

With implementation of mitigation measures CUL-1 and CUL-2, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources and therefore impacts would be considered less than significant.

MITIGATION MEASURE(S)

Implement MM CUL-1 and MM CUL-2

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

Impact #3.4.18a(ii) – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a 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?

See discussion in Section 3.4.5, *Cultural Resources* and Impact #3.41.18(i) above.

With implemented mitigation measures CUL-1 and CUL-2, the Project would not cause a substantial adverse changes in the significance of a tribal cultural resource. Therefore, impacts are considered less than significant with mitigation measures incorporated.

MITIGATION MEASURE(S)

Implement CUL-1 and CUL-2

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact with mitigation incorporated***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.19 - UTILITIES AND SERVICE SYSTEMS				
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would 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 that 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?	☐	☐	☒	☐

Discussion

Impact #3.4.19a – Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

The Project proposes to construct new wet and dry utility infrastructure to connect to the existing City and private service provider infrastructure. Services that will be installed during the construction of the Project include water, wastewater, storm drain drainage connections, natural gas, electric power, and telecommunications facilities. The proper sizing and placement of the utilities will be designed per the City and other utility

development design standards. All proposed wet infrastructure will be connected to existing infrastructure already located within the City road rights of way.

The General Plan identifies the existing sewer system lines, which indicates that the Project has the ability to expand on existing pipelines adjacent to the Project on the east side of North Shirk Street where there are single-family residences. It is noted that the storm drainage system lines also follow the existing sewer lines identified and are adjacent to the Project on North Shirk Street to the east.

New development has the potential to cause erosion sediment and surface water run-off that will enter the City's storm drainage system. As the City expands, more area is made impervious, and urban runoff increases. In order to minimize these impacts, General Plan policies focus on requiring future development projects to minimize runoff into the City's drainage system and establish development fees from development projects in order to pay for the construction and maintenance of the drainage system.

Southern California Edison provides electric service to Visalia residents. The electrical facilities network includes both overhead and underground lines, with new development required to install underground service lines. Natural gas service is primarily provided by the Southern California Gas Company. There are three major companies that provide communications services in Visalia: AT&T, Sprint, and Verizon. Comcast is the primary cable television and internet provider.

The City of Visalia provides refuse collection for residential customers and many commercial customers, and contracts with Sunset Waste Systems to provide recyclable material processing. The development of single-family residences will be serviced by Sunset Waste Systems.

The proposed Project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the Visalia standards, specifications, and policies. All applicable local, State, and federal requirements and best management practices will be incorporated into the construction and operation of the Project.

As part of the annexation process for the 40 of 50 acres currently located in unincorporated Tulare County, LAFCO will coordinate between urban growth management planning with public and private utilities to determine infrastructure needs, feasibility, timing, and financing. As previously stated, the Project is located within the City's General Plan's Tier 2 area identified for expanding urban development; therefore, the Project will have a less than significant impact with implementation of all required federal, State, and local requirements and standards for general utilities.

MITIGATION MEASURE(S)

None are required.

LEVEL OF SIGNIFICANCE

There would be a *less than significant impact*.

Impact #3.4.19b – Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

See Impact #3.4.10b.

The groundwater supply is distributed by the California Water Service Company (Cal Water). Cal Water 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 pipelined in the system, ranging from two inches in diameter to 12 inches in diameter. The Cal Water 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. In addition to the system serving the City of Visalia, Cal Water also operates three other small systems in the Visalia area, defined as Oak Ranch (wells with distribution pipeline), Post Mitts (two wells with distribution pipeline), and Fairway (well with distribution pipeline). These systems are within Cal Water's Visalia District system but outside Visalia city limits (City of Visalia, 2014).

The system serves an estimated population of 147,000, which could grow to 226,850 by 2045, according to the adopted 2020 UWMP. Cal Water estimated that it was serving 45,325 residential, commercial, and industrial customers in 202020, with expected growth to 79,818 customers (households and businesses) by 2045. Therefore, impacts are considered to be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.19c – Would the Project result in a determination by the wastewater treatment provider that 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?

The existing Waste Discharge Requirements placed on the City Water Reclamation Facility (WRF) limit discharge to an average flow of 20 mgd and require that the ammonia concentration in the discharge be reduced to 0.025 mg/l by 2011. The certified EIR for the WRF (called the Water Conservation Plant at the time) analyzed impacts for average flow volumes of 22 mgd and 26 mgd (City of Visalia, 2014).

With upgrades to the plant processing capabilities and the rerouting of the discharge stream away from Mill Creek completed in 2017/2018, the WRF has sufficient capacity to process the expected flows from land use classifications noted in the proposed General Plan for the near future and would expand its treatment capacity as the need dictates. The projected sanitary sewer flows entering the WRF at the proposed General Plan buildout (25,034,050 gpd in 2030) is expected to be less than the volume previously anticipated for the SWMP (25,949,996 gpd in 2030), meaning further expansions could be delayed. In 2017/2018, the WRF was upgraded to provide the ability to increase capacity to 26 mgd as the demand increases. Additional mandated water conservation measures will likely cause reductions in average daily flows to the WRF. This will also help delay the need for future expansions of the Water Conservation Plant and give the City more flexibility in determining the types of development that are appropriate.

Expansion at the outer rings of the development boundaries will not cause significant impacts to the sewer system since the majority of the area was included in the WRF Solid Waste Master Plan. Thus, the inclusion of the Project's requirement to account for its impacts on the City's wastewater system and development impact fees will reduce the overall impact the Project may cause. The impact will be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.19d – 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?

The Tulare County Resource Management Agency manages solid waste disposal in accordance with the Tulare County Integrated Waste Management Plan. The County landfills accumulate approximately 300,000 tons of waste per year, which is equivalent to about five pounds per person per day or one ton per County resident per year. The County operates three disposal sites: the Visalia Disposal Site, northwest of Visalia; the Woodville Disposal Site, southeast of Tulare; and the Teapot Dome Disposal Site, southwest of Porterville (City of Visalia, 2014). The City operates its own solid waste disposal fleet.

The California Department of Resources Recycling and Recovery's Solid Waste Information System (SWIS) manages information regarding the operations and disposal of all solid waste sites throughout California. According to the SWIS database, the Teapot and Visalia Landfills are operationally active. However, the Woodville landfill is operationally inactive (California Department of Resources Recycling and Recovery, 2022). The City will require the appropriate solid waste receptacles (compliance with the California Solid Waste Reuse and Recycling Access Act of 1991) to be provided to the Project. In addition, the Project will be

required to pay solid waste development impact fees, thus reducing the perceived impact the Project may generate. The impact will be less than significant.

The Project does not and would not conflict with federal, State, or local regulations related to solid waste. The proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs in compliance with federal, State, and local statutes and regulations related to solid waste.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

Impact #3.4.19e – Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

See Impact #3.4.19d, above.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a ***less than significant impact***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.20 - WILDFIRE				
Would the Project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion

Impact #3.4.20a – Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Access for emergency vehicles to the site would be maintained throughout the construction period. The Project would not interfere with any local or regional emergency response or evacuation plans and would not result in a substantial alteration to the adjacent and area circulation system. The City has established emergency response and evacuation plans based on the Tulare Emergency Operations Plan. Impacts related to fire hazards and emergency response plans would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.20b – Would the Project 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?

The potential for fire hazard is largely dependent on the extent and type of vegetation, known as surface fuels, that exists within the region. Fire hazards probability is typically highest in undeveloped, heavily wooded areas, as trees are a greater source of fuel rather than low-lying brush or grassland (City of Visalia, 2014).

The City General Plan indicates that a few very small portions of the City are classified by the California Department of Forestry and Fire Protection (CDF) as having moderate fire hazards. In general, the threat of wildland fires in Visalia is minimal because of the area's flat topography and the relative absence of forests, grassland, and brush. In addition, the CDF designates the Project site as non-wildland/non-urban and adjacent to the urban unzoned area.

In addition, the City requires that any construction comply with the Uniform Fire Code provisions and is subject to review and approval by the City's Fire Department. Therefore, the impacts related to the Project are considered less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.20c – 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?

See discussion in Impact #3.4.20a-b.

The Project proposes to construct 241 single-family residences and includes the development of infrastructure (water, sewer, electrical power lines, and storm drainage) required to support the proposed residential uses. The Project site is surrounded by existing and future urban development.

The Project would require installing or maintaining additional electrical distribution lines and natural gas lines to connect the residences to the existing utility grid. However, the Project would be constructed in accordance with all local, State, and federal regulations

regarding power lines and other related infrastructure, as well as fire suppression requirements. The design of all proposed utilities will be subject to the review and approval of the City. This will ensure the viability of the utility infrastructure's ability for fire protection and suppression activities. Therefore, impacts for the Project would be considered as less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

Impact #3.4.20d – Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The topography of the site and surrounding area is relatively flat with little topographic variation and no water features are present within the vicinity of the Project area, noting that the Mill Creek Ditch runs south of the property and is used for agricultural purposes not related to the Project. The surrounding area is predominantly developed with agricultural, residential, and industrial uses. Therefore, there is minimal risk of landslides.

The Project area is located in both a 1% Annual Change of Flood Hazard Zone and 0.2% Annual Chance of Flood Hazard Zone as determined by the Federal Emergency Management Agency (FEMA) Flood Maps and is further surrounded by properties that are identified as an Area of Minimal Flood Hazard. As the Project is a relatively flat area and is not located near a water feature, impacts would be considered as less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact*.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3.4.21 - MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, 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 significant 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 that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

Impact #3.4.21a – 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, 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?

The Project may have the potential to impact biological and cultural resources as identified in this initial study; however, with implementation of the below mitigation measures, BIO-1 through BIO-8, CUL-1 and CUL-2, the Project impacts would be reduced to less than significant.

MITIGATION MEASURE(S)

Implement mitigation measures BIO 1 through BIO-8, CUL 1 and CUL-2.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

Impact #3.4.21b - Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are significant when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)?

The Project may have cumulatively considerable impacts related to biological resources, cultural resources, geological resources, noise, and traffic, as identified in this initial study; however, with implementation of Mitigation Measures AG- 1, BIO-1 through BIO-7, CUL-1, CUL-2, GEO-1, GEO-2, NSE-1, NSE-2 and TRA-1, the Project impacts would be reduced to less than significant.

MITIGATION MEASURE(S)

Implement mitigation measures AG- 1, BIO-1 through BIO-7, CUL-1, CUL-2, GEO-1, GEO-2, NSE-1, NSE-2 and TRA-1.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

Impact #3.4.21c - Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

The Project may have the potential to adversely impact human beings related to biological resources, cultural resources, geological resources, noise, and traffic; however, with implementation of the below Mitigation measures BIO-1 through BIO-7, CUL-1, CUL-2, GEO-1, GEO-2, NSE-1, and TRA-1 the Project impacts would be reduced to less than significant.

MITIGATION MEASURE(S)

Implement mitigation measures AG- 1, BIO-1 through BIO-7, CUL-1, CUL-2, GEO-1, GEO-2, NSE-1, TRA-1.

LEVEL OF SIGNIFICANCE

The Project would have a *less than significant impact with mitigation incorporated*.

SECTION 4 - LIST OF PREPARERS

4.1 - Lead Agency

- City of Visalia

4.2 - QK Inc.

- Jaymie Brauer – Project Manager
- Kristin Pittack – Lead Author

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APPENDIX A
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
AG - 1: Prior to the issuance of grading or building permits, the Project proponent shall mitigate impacts for loss of Prime Farmland and Farmland of Statewide Importance on the Project site at a 1:1 ratio. The Project proponent shall implement one or more of the following measures to mitigate the loss: Payment of In-Lieu Fees, Mitigation Banks, Fee Title Acquisition, Conservation Easements, and/or Land Use Regulation on land(s)within the Southern San Joaquin Valley of California, specifically within Kern County, Tulare County, Kings County, Fresno County, or Madera County. The City shall require, at a minimum: evidence that the preserved land has adequate water supply, agricultural zoning, evidence of land encumbrance documentation, documentation that the easement/regulations are permanent and monitored, and documentation that the mitigation strategy is appropriately endowed. This mitigation shall be verified by the City prior to issuance of grading or building permits. Should the City of Visalia develop an Agricultural Mitigation Program before future construction within the Project begins, the Project proponent shall mitigate for the loss of agricultural land pursuant to the Program that is adopted by the City.	Prior to the Issuance of Grading or Building Permits	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
BIO-1: Within 14 days prior to the start of Project ground-disturbing activities, a pre-activity survey with a 500-foot buffer, where land access is permitted, shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the California Department of Fish and Wildlife (CDFW). If dens/burrows that could support any of these species are discovered during the pre-activity survey, the avoidance buffers outlined below shall be established. No work shall occur within these buffers unless the biologist approves and monitors the activity. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance. Burrowing Owl (active burrows) • Non-breeding season: September 1 – January 31 – 160 feet • Breeding season: February 1 – August 31 – 250 feet American Badger/SJKF • Potential or Atypical den – 50 feet • Known den – 100 feet • Natal Den –Contact CDFW for consultation	Within 14 days prior to the start of Project ground-disturbance activities	Contractor/Lead Agency		
BIO-2: A qualified biologist shall remain on-call throughout the construction phase if a burrowing owl,	Throughout Project ground-	Contractor		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
American badger, or San Joaquin kit fox occurs on the site during construction. If one of these species occurs on-site, the biologist shall be contacted immediately to determine whether biological monitoring or the implementation of avoidance buffers may be warranted.	disturbance activities			
BIO-3: The following avoidance and minimization measures shall be implemented during all phases of the Project to reduce the potential for impact from the Project. They are modified from the U.S. Fish and Wildlife Service (USFWS) *Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance*. a. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or Project Site. b. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20	Throughout Project ground-disturbance activities	Contractor		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
miles per hour (mph) within the Project Site. c. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes or trenches cannot be covered, one or more escape ramps constructed of earthen fill or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the Project Site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted, and USFWS and				

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
California Department of Fish and Wildlife (CDFW) shall be consulted. d. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity until the fox has escaped. e. No pets, such as dogs or cats, shall be permitted on the Project Sites to prevent harassment, mortality of kit foxes, or destruction of dens.				

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
f. Use of anti-coagulant rodenticides and herbicides in Project Sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe labels and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional Project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes. g. A representative shall be appointed by the Project proponent, who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured, or entrapped kit fox. The representative shall be identified during the employee education program, and their name and				

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
telephone number shall be provided to the USFWS. h. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to an SJKF during Project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov. i. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.				

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
j. Any Project-related information required by the USFWS or questions concerning the above conditions or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600. k. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.				
BIO-4: If Project construction activities occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction activity surveys shall be conducted over the Project area and within 0.5-mile for Swainson's hawk nests in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*, Swainson's Hawk Technical Advisory Committee. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.	14 days prior to any Project ground-disturbance activities occurring during nesting season (February 1 to September 15)	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
BIO-5: If an active Swainson's hawk nest is discovered at any time within 0.5-mile of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest but depending upon conditions at the site, this distance may be reduced. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.	Throughout Project ground-disturbance activities	Contractor		
BIO-6: If Project construction activities are initiated during the nesting season (February 1 to September 15), a pre-activity nesting bird survey shall be conducted within 14 days prior to the start of construction. The surveys shall encompass the Project	14 days prior to any Project ground-disturbance activities occurring	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
footprint and accessible areas or land visible from accessible areas within a 250-foot buffer for songbirds and a 500-foot buffer for raptors. If no active nests are found, no further action is required. However, existing nests may become active, and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress. If active nests are found during the survey or at any time during construction of the Project, an avoidance buffer ranging from 50 feet to 500 feet may be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest, or if breeding attempts have otherwise been unsuccessful. Work may occur within the avoidance buffer under the approval and guidance of the biologist, but full-time monitoring may be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.	during nesting season (February 1 to September 15)			
BIO-7: Within 14 days prior to the start of ground disturbance activities, a pre-activity survey shall be conducted by a qualified biologist knowledgeable in the identification of all special-status plant and wildlife species with the potential to occur in the vicinity of the Project. All suitable burrows that could support	Within 14 days prior to the start of Project ground-disturbance activities	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
special-status kangaroo rats, Tulare grasshopper mouse, or other special-status wildlife species shall be avoided during construction in accordance with BIO-5 and BIO-6 unless verification surveys have indicated that the species are not present. Consultation with the USFWS and CDFW may be required if listed or fully protected species are detected during the survey. A copy of the preconstruction survey report shall be submitted to the lead agency as evidence of compliance.				
BIO-8: Prior to the initiation of construction activities, all construction personnel shall attend a Worker Environmental Awareness Training program developed by a qualified biologist. Any personnel associated with the construction that did not attend the initial training shall be trained by the authorized biologist prior to working on the project site. Any employee responsible for the operations and maintenance or decommissioning of the project facilities shall also attend the Worker Environmental Awareness Training program prior to starting work on the project and on an annual basis. The Program shall be developed and presented by the project qualified biologist(s) or designee approved by the qualified biologist(s). The program shall include information on the life histories of special-status species with the potential to occur on the Project, their legal status, course of action should these species be encountered on-site, and avoidance and minimization measures to	Prior to any Project ground-disturbance activities	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
protect these species. It shall include the components described below: a. Information on the life history and identification of special-status species that may occur or that may be affected by Project activities. The program shall also discuss the legal protection status of each such species, the definition of "take" under the Federal Endangered Species Act and California Endangered Species Act, measures the Project proponent/operator shall implement to protect the species, reporting requirements, specific measures for workers to avoid take of special-status plant and wildlife species, and penalties for violation of the requirements outlined in the California Environmental Quality Act mitigation measures and agency permit requirements. b. An acknowledgment form signed by each worker indicating that the Worker Environmental Awareness Training and Education Program has been completed shall be kept on file at the construction site. A copy of the acknowledgment form shall be submitted to the lead agency as evidence of compliance. c. A copy of the training transcript and/or training video, as well as a list of the names of				

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial

all personnel who attended the Worker Environmental Awareness Training and Education Program, and signed acknowledgment forms, shall be submitted to the City of Tulare Planning Department.

d. A copy of the training transcript, training video, or informational binder for specific procedures shall be kept available for all personnel to review and be familiar with, as necessary.

e. A sticker shall be placed on hard hats indicating that the worker has completed the Worker Environmental Awareness Training and Education Program. Construction workers shall not be permitted to operate equipment within the construction areas unless they have attended the Worker Environmental Awareness Training and Education Program and are wearing hard hats with the required sticker.

The construction crews and contractor(s) shall be responsible for preventing unauthorized impacts from project activities to sensitive biological resources that are outside the areas defined as subject to impacts by Project permits. Unauthorized impacts may result in project stoppage, and/or fines depending on the impact and coordination with the California

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service.				
CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from Project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed Project would not cause a substantial adverse change in the significance of a historical resource.	Throughout Project ground-disturbance activities	Contractor		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
CUL-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of a discovery of human remains, at the direction of the county coroner.	Throughout Project ground-disturbance activities	Contractor		
MM GEO-1: Prior to issuing of grading or building permits, if required, (a) the Project applicant shall submit to the Lead Agency (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended best management practices for the construction phase may include the following: • Stockpiling and disposing of demolition debris, concrete, and soil properly.	Prior to issuance of grading or building permits and initial ground disturbance activities	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
• Protecting existing storm drain inlets and stabilizing disturbed areas. • Implementing erosion controls. • Properly managing construction materials. • Managing waste, aggressively controlling litter, and implementing sediment controls. Evidence of the approved SWPPP shall be submitted to the Lead Agency.				
MM GEO-2: Prior to any ground-disturbing activities, the Project owner shall develop and implement a Paleontological Worker Education and Awareness Program. If paleontological resources are discovered during ground-disturbing activities (e.g., during Project construction or decommissioning), all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately until a qualified professional paleontologist (meeting the standards of the Society of Vertebrate Paleontology [SVP]) can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. The paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage are required, recommendations will be consistent with the Society of Vertebrate Paleontology standards that are	Prior to issuance of grading or building permits and during construction activities	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
current as of the discovery and with currently accepted scientific practice.				
NSE-1: The Project developer or contractor shall continuously comply with the following measures throughout construction activities: a. Pursuant to Visalia Municipal Code Section 8.36.050(C), the operation of construction equipment including jackhammers, portable generators, pneumatic equipment, trenchers, or other such equipment shall not be operated on the project site between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m. b. All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition. c. All mobile or fixed noise-producing equipment used on the project site that is regulated for noise output by a federal, State, or local agency	Throughout Project ground-disturbance activities	Contractor		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
shall comply with such regulations while in the course of project construction activity. d. Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible. e. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors. f. Project area and site access road speed limits shall be established and enforced during the construction period. g. Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.				
NSE-2: Prior to final map recordation, the Developer shall record a covenant on all lots to disclose noise exposure from the stationary industrial equipment adjacent to the Project site. The covenant will ensure future residential property owners are notified of the potential noise impacts as follows: *"Property owner(s) of lots within the Shepherds Ranch I / Shepherds Ranch II Project*	Prior to final map recordation	Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
are hereby notified that noise levels from adjacent industrial operations may exceed the City of Visalia 2030 General Plan and Municipal Code daytime and nighttime noise level standards of 50 dB Leq/L50 and 45 dB Leq/L50, respectively."				
TRA-1: Prior to the issuance of building permits, the developer shall pay city wide impact fees in the amount of $1,502,635 for of the following intersections improvements and citywide improvements: e. Shirk Street at SR 198 EB Ramps: 5-Year With Project and 10-Year With and Without Project Horizon scenarios: • Installation of traffic signal 20-Year With and Without Project Horizon scenarios: • Install traffic signal • Widen the eastbound approach to 1 left turn lane, 1 left-through lane, and 1 right turn lane (adding 1 left turn lane) f. Shirk Street at SR 198 WB Ramps	Prior to the issuance of grading or building permits	Contractor/Lead Agency		

Mitigation Measure	Timeframe	Responsible Monitoring Agency	Date	Initial
Opening Year With and Without Project, 5-Year With and Without Project, and 10-Year Without Project Horizon scenarios: • Installation of traffic signal 10-Year With Project and 20-Year With and Without Project Horizon scenarios: • Intall traffic signal Widen the westbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)				

APPENDIX B
AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

APPENDIX C
BIOLOGICAL ANALYSIS REPORT

APPENDIX D
CULTURAL RESOURCES TECHNICAL MEMORANDUM

APPENDIX E
NOISE STUDY

APPENDIX F
TRAFFIC IMPACT STUDY

SITE PLAN REVIEW COMMENTS

Rafael Garcia, Planning Division (559) 713-4031
Date: March 16, 2022

SITE PLAN NO:	2021-229-D
PROJECT:	Iron Ridge II
DESCRIPTION:	TO DEVELOP 199 LOT RESIDENTIAL SUDIVISION
APPLICANT:	ERNIE ESCOBEDO
PROP. OWNER:	ROAD 88 LLC
LOCATION:	BETWEEN SHIRK AND ROAD 88, SOUTH OF GOSHEN
APN:	081-030-036
GENERAL PLAN:	RVLD (Residential Very Low Density) RLD (Residential Low Density)
ZONING:	X – outside of the city limits

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Reference Previous Comments from Site Plan Review No. 2021-017

Project Requirements

- Tentative Subdivision Map
- General Plan Amendment (to eliminate RVLD designation)
- Change of Zone
- Traffic Impact/Vehicle Miles Traveled Analysis
- Noise Study
- Cultural Resources Study
- Project is subject to Air District Rule 9510
- Initial Study / Mitigated Negative Declaration
- Tribal Consultation under AB 52
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: March 16, 2022

1. Raised intersection required at Helen and Sauver Drive for traffic calming purposes.
2. The buffer along the north boundary (within the RVLD land use area) must be maintained. Residences shall not be allowed to encroach into said area.
3. The proposal to develop a residential subdivision will require the applicant to file for the following:
   a. Annexation of the project site into the Visalia City Limits;
   b. Tentative Subdivision Map, including the following:
      i. Show entire project area in a separate exhibit.
4. The proposal will require CEQA Initial Study and environmental determination (potentially a Negative Declaration).
   a. Tribal consultation as required by AB 52 shall be conducted for the project.
   b. Submittal of a Cultural Resource Study shall be required.
   c. Traffic Impact Analysis / VMT may be required.
5. Lot widths shall be a minimum of 50 feet for all interior lots.
6. A block wall with landscaping will be required along the <u>westerly</u> and <u>northern</u> site boundary.
7. A Noise Study shall be provided.
   a. The applicant will be required to disclose to future homeowners that the project area will be bordered on two sides (North and West across Road 88) by industrial uses.
8. VTM shall comply with all requirements prescribed as part of VMC Chapter 16.20.
9. Meet all other Codes/ordinances and comply with previous comments.

PROJECT SPECIFIC INFORMATION: February 23, 2022

1. The buffer along the north boundary (within the RVLD land use area) must be maintained. Residences shall not be allowed to encroach into said area.
2. The proposal to develop a residential subdivision will require the applicant to file for the following:
   a. Annexation of the project site into the Visalia City Limits;
   b. Tentative Subdivision Map, including the following:
      i. Show entire project area in a separate exhibit.
3. The proposal will require CEQA Initial Study and environmental determination (potentially a Negative Declaration).
   a. Tribal consultation as required by AB 52 shall be conducted for the project.
   b. Submittal of a Cultural Resource Study shall be required.
   c. Traffic Impact Analysis / VMT may be required.
4. **Lots not meeting the minimum of 5,000 square feet in area will not be supported by staff.**
5. Lot widths shall be a minimum of 50 feet for all interior lots.
6. A block wall with landscaping will be required along the westerly and northern site boundary.
7. A Noise Study shall be provided.
   a. The applicant will be required to disclose to future homeowners that the project area will be bordered on two sides (North and West across Road 88) by industrial uses.
8. VTM shall comply with all requirements prescribed as part of VMC Chapter 16.20.
9. Meet all other Codes/ordinances and comply with previous comments.

PROJECT SPECIFIC INFORMATION: February 2, 2022

1. The proposal to develop a residential subdivision will require the applicant to file for the following:
   a. Annexation of the project site into the Visalia City Limits;
   b. Tentative Subdivision Map, including the following:
      i. Show entire project area in a separate exhibit.
2. The proposal will require CEQA Initial Study and environmental determination (potentially a Negative Declaration).
   a. Tribal consultation as required by AB 52 shall be conducted for the project.
   b. Submittal of a Cultural Resource Study shall be required.
   c. Traffic Impact Analysis / VMT may be required.
3. Lots not meeting the minimum of 5,000 square feet in area will not be supported by staff.
4. Lot widths shall be a minimum of 50 feet for all interior lots.
5. A block wall with landscaping will be required along the westerly and northern site boundary.
6. A Noise Study shall be provided.
   a. The applicant will be required to disclose to future homeowners that the project area will be bordered on two sides (North and West across Road 88) by industrial uses.
7. VTM shall comply with all requirements prescribed as part of VMC Chapter 16.20.
8. Meet all other Codes/ordinances and comply with previous comments.

PROJECT SPECIFIC INFORMATION: January 5, 2021

1. The proposal to develop a residential subdivision will require the applicant to file for the following:
   a. Annexation of the project site into the Visalia City Limits;
   b. Tentative Subdivision Map, including the following:
      i. Show entire project area in a separate exhibit.
      ii. Phasing Plan and operational statement.
      iii. Detailed site plan with lot dimensions and street cross sections
2. The proposal will require CEQA Initial Study and environmental determination (potentially a Negative Declaration).
   a. Tribal consultation as required by AB 52 shall be conducted for the project.
   b. Submittal of a Cultural Resource Study shall be required.

c. Traffic Impact Analysis / VMT may be required.
3. The applicant shall provide a site plan that accurately depicts the boundary of the entire site area.
4. Lots not meeting the minimum of 5,000 square feet in area will not be supported by staff.
5. Lot widths shall be a minimum of 50 feet for all interior lots.
6. A block wall with landscaping will be required along the westerly and northern property frontage.
7. A Noise Study shall be provided.
   a. The applicant will be required to disclose to future homeowners that the project area will be bordered on two sides (North and West across Road 88) by industrial uses.
8. Meet all other Codes and Ordinances.

Notes:

1. **The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required to conduct the proposed use.**

2. **Prior to completion of a final building inspection for a project, a signed MWELO Certificate of Compliance shall be submitted indicating that all landscaping has been installed to MWELO standards.**

Sections of the Municipal Code to review:

Title 16 Subdivisions

17.12 Single-Family Residential Zone

17.32.080 Maintenance of landscaped areas.

17.34 Off-street parking and loading facilities
17.34.020(A)(1) Single-family dwelling

17.36 Fences Walls and Hedges
17.36.030 Single-family residential zones

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. 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.

Signature _____



SUBDIVISION & PARCEL MAP REQUIREMENTS
ENGINEERING DIVISION

☐	**Ather Razaq**	**713-4268**
☒	**Adrian Rubalcaba**	**713-4271**

ITEM NO: 1 DATE: MARCH 16, 2022

SITE PLAN NO.:	**21-229 3RD RESUBMITTAL**
PROJECT TITLE:	**IRON RIDGE II**
DESCRIPTION:	**TO DEVELOP A 199 LOT RESIDENTIAL SUBDIVISION (R-1-20 / X)**
APPLICANT:	**ERNIE ESCOBEDO**
PROP. OWNER:	**ROAD 88 LLC**
LOCATION:	**SOUTH EAST OF CLANCY AND GOSHEN**
APN:	**081-030-036**

SITE PLAN REVIEW COMMENTS

☒REQUIREMENTS (Indicated by checked boxes)

☒Submit improvements plans detailing all proposed work; ☒Subdivision Agreement will detail fees & bonding requirements

☒Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.

☒The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.

☒A preconstruction conference is required prior to the start of any construction.

☒Right-of-way dedication required. A title report is required for verification of ownership. ☒by map ☐by deed ***CLANCY AND LOCAL STREETS***

☒City Encroachment Permit Required which shall include an approved traffic control plan.

☐CalTrans Encroachment Permit Required. ☐CalTrans comments required prior to tentative parcel map approval. CalTrans 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. ***LLD TO BE FORMED. SEE ADDL COMMENTS.***

☒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.

☒Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District.

☐Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.

☐Written comments required from ditch company. Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.

☐Final Map & Improvements shall conform to the City's Waterways Policy. ☐Access required on ditch bank, 12' minimum. ☐Provide wide riparian dedication from top of bank.

☒Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.

☒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. ***SEE ADDITIONAL COMMENTS.***

☒Show Valley Oak trees with drip lines and adjacent grade elevations. ☐ Protect Valley Oak trees during construction in accordance with City requirements. ☒A permit is required to remove Valley Oak trees. Contact Public Works Admin at (559)713-4428 for a Valley Oak tree evaluation or permit to remove. ☒ Valley Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. ☒ A pre-construction conference is required.

☒Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

☒Relocate existing utility poles and/or facilities. ***REQUIRED W/ DEVELOPMENT***

☒Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. ***REQUIRED W/ DEVELOPMENT***

☒Provide "R" value tests: ***1*** each at ***300' INTERVALS***

☒Traffic indexes per city standards: ***REFER TO CITY PAVEMENT STANDARDS***

☒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. ***CLANCY, SEE ADDITIONAL COMMENTS***

☒All lots shall have separate drive approaches constructed to City Standards.

☒Install street striping as required by the City Engineer. ***TO BE DETERMINED AT CIVIL PLAN REVIEW.***

☒Install sidewalk: ***5-6'*** ft. wide, with ***5'*** ft. wide parkway on ***CLANCY, AND LOCALS***

☒Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).

☐Subject to existing Reimbursement Agreement to reimburse prior developer:

☒Abandon existing wells per City of Visalia Code. A building permit is required.

☒Remove existing irrigation lines & dispose off-site. ☒Remove existing leach fields and septic tanks.

☒ 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. Proposed subdivision will incur development impact fees.

2. Site plan submittal included two additional sheets that appear to be from a previous submittal, both are titled "Vesting". It is City staff's assumption this was in error and that the two newest revised sheets, for the parcel map and subdivision map that are not labeled "Vesting", are the intended site plan items and comments provided herein are directed towards those sheets only.

3. Road 88 (Clancy) is identified as a collector street and shall be improved to City 84' collector design standards. Provide typical subdivision frontage design w/ a landscape lot and block wall. Cross section appears adequate providing for a 5' parkway, 6' sidewalk, and 10' landscape lot to block wall. City Engineer may elect to defer center median improvements. Improvements to be completed with Phase 1.

4. Interior street cross section is shown to comply with City local street design standards.

5. Additional coordination with City Engineer is required for sanitary sewer and storm drainage design and main extensions. Project will be required to extend all utilities across parcel frontages, including any master planned mainlines. The City is currently updating its Storm and Sewer Master Plans, project requirements are subject to change. Clancy storm drain master plan alignment indicates a 24" storm drain per the City's master plan, additional extension may be required - to be determined.

6. In the interim, a temporary storm drainage basin will be required to be installed to store project run-off until said time that the City's master trunk line and regional basin for the area are constructed. Project to install necessary infrastructure for future connection to storm trunk main and abandonment of temp basin. Tentative map indicates the area and size of the required temp basin. City requires non-buildable easements over the lots affected and that the maintenance and future abandonment are responsibility of the Subdivider. As the temp basin can remain for a number of years until City regional infrastructure is installed, the street frontages of the basin will need to be constructed as part of Phase 2 completion. Per City basin and local street standards, improvements shall include, but may not be limited to, a 5' parkway (landscaped with street trees), 5' sidewalk, curb ramps, and street lighting. The parkway service and maintenance will be responsibility of the developer along basin frontage. Include with tentative subdivision map layout a cross section of the basin, including the adjacent roadways, indicating required level of improvements.

7. Subdivision proposes a vast amount of open landscaped space. This will have an adverse effect on the Landscape and Lighting District maintenance costs borne solely on the residents. It is recommended the subdivider analyze the estimated district annual assessments to disclose to future residents of the high cost per year assessed with their annual property taxes.

8. A master sewer and storm drain plan will be required with subdivisions initial phase.

9. Additional street improvements will be necessary north on Clancy St. to provide means of traffic circulation and emergency access. Per City records, there appears to be adequate street right-of-way width to provide two-lanes of travel, north of the subdivision. Subdivider will be required to install additional pavement and transitions to existing roadway north on Clancy (extent of pavement to the north to be determined by City Engineer based on existing pavement conditions). Improvements shall be installed with Phase 1.

10. Subdivision to install street lighting per City collector and local street stds. Provide electrical design plan with voltage drop calculations with civil submittal. A service meter pedestal will be required to be installed.

11. Submit landscape improvement plan with civil submittal. Landscape plan to comply with MWELO regulations.

12. The block wall along Clancy shall wrap around the corner lots (1 & 200) with a 5 ft wide out lot. An easement for this area which will not be supported. The 5-foot shall be incorporated into the designated outlot(s).

13. A block wall is required along northside of Outlot C however the existing SCE easement will be a potential conflict. Applicant is to coordinate with SCE for blockwall placement and approval or relocate/underground overhead if required by SCE. Site plan provides a cross section of this area of the Iron Ridge property line (block wall), easement, and the "hiatus" property. The section appears adequate, if acceptabe by SCE, however by design the hiatus area is shown to be "not a part" of the subdivision. Additional legal instruments may be necessary or required by City Surveyor as part of final map acceptance to record.

14. Proposed design of the street abutting south property line (Bernard Ave), with respect to the SCE easement and utility poles, will require that the power poles be undergrounded per typical development standards. Additionally, the required landscaped parkway & street trees along this road will not be maintained by any of the adjacent residents and therefore will be required to be incorporated into the LLD. Further coordinate with SCE for underground design plan. It is anticipated SCE will install within typical PUE dedications on the map. As shown, the existing SCE easement along south side of Bernard Ave is located within future City right-of-way. This easement will need to be abandoned as part of underground design. SCE facilities are typically installed outside the right-of-way within dedicated PUE. The south side of Bernard Ave does not provide for an additional 6-foot PUE therefore SCE will need to reroute onsite. Coordinate with City Engineer.

15. The curb return ramps at local street connection to Clancy shall comply with City 30' radius return standards.

16. Tentative parcel map shall conform to the underlying subdivision layout and is subject to change given the provided comments/requirements herein.

17. Overhead utilities at north of project will need to be relocated or undergrounded at Clancy and Shirk intersections. Project is required to widen both collector and arterial roads and although the overhead may be able to remain in-place along the landscape outlot C, any poles in conflict with road widening and right-of-way will need to be addressed accordingly. To be further determined by City Engineer at time of civil design.

18. Traffic Dept. requires raised intersections, as a form of "traffic calming" measures, where traffic high speed factors are identified as a potential hazards . An acceptable raised intersection design will need to be further coordinated with Public Works/ City Engineer at time of civil review.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **21-229 3rd RESUBMITTAL**
Date: **3/16/2022**

Summary of applicable Development Impact Fees to be collected at the time of final/parcel map recordation:

(Preliminary estimate only! Final fees will be based on approved subdivision map & improvements plans and the fee schedule in effect at the time of recordation.)

(Fee Schedule Date:**1/1/2022**)
(Project type for fee rates:**TSM**)

☐ Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
☒ Trunk Line Capacity Fee	**$836/UNIT**
☒ Sewer Front Foot Fee	**$46/LF X (TBD)**
☒ Storm Drainage Acquisition Fee	**$3,321/AC**
☒ Park Acquisition Fee	**$1,645/UNIT**
☐ Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
☒ Waterways Acquisition Fee	**$2,711/AC**

Additional Development Impact Fees will be collected at the time of issuance of building permits.

City 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 planned 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

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 16, 2022

ITEM NO: 1 **Resubmit**
SITE PLAN NO: SPR21229
PROJECT TITLE: Iron Ridge II
DESCRIPTION: To Develop a 199 Lot Subdivision (R-1-20 / X)
APPLICANT: Ernie Escobedo
OWNER: ROAD 88 LLC
APN: 081030036
LOCATION: Between Shirk Road and Road88, South of W. Goshen Ave

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☒ See Previous Site Plan Comments

☒ Install Street Light(s) per City Standards at time of development.

☒ Install Street Name Blades at ***intersection*** Locations.

☒ Install Stop Signs on ***local roads that intersect an arterial/collector status roadway*** at time of development.

☐ Construct parking per City Standards PK-1 through PK-4.

☒ Construct drive approach per City Standards at time of development.

☒ Traffic Impact Analysis required (CUP)

- ☐ Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- VMT Analysis may be required.
- Intersection of Helen Ave and Sauver to be designed as a raised intersection. Drainage needs to be addressed.
- TIA to address site circulation.

Leslie Blair

Leslie Blair

21-229RRR

- Future median access restrictions on Road 88 and Shirk Ave. TIA to address site access locations off of Road 88 (Clancey) and Shirk Road for overall development.
- Streetnames required to be submitted for review and approval.
- Questions, contact Traffic Engineering 559-713-4633.

Leslie Blair



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 03/15/2022
Item: 1
Site Plan: SPR21229
Name: Henry Martinez

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:
Ample street lighting to deter property crimes.

☐ Traffic Concerns:

☐ Surveillance Issues:

☑ Line of Sight Issues:
Low Shrubs to deter transients from setting up camps.

☑ Other Concerns:
Provide basin access point for PD and EMS until phase 3 is completed.



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 03/15/2022
Item: 2
Site Plan: SPR22021
Name: Henry Martinez

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:
_____

☐ Traffic Concerns:
_____

☐ Surveillance Issues:
_____

☐ Line of Sight Issues:
_____

☐ Other Concerns:
_____



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 03/15/2022
Item: 3
Site Plan: SPR22023
Name: Henry Martinez

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:

☐ Traffic Concerns:

☐ Surveillance Issues:

☐ Line of Sight Issues:

☐ Other Concerns:



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 03/15/2022
Item: 4
Site Plan: SPR22024
Name: Henry Martinez

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:
_____

☐ Traffic Concerns:
_____

☐ Surveillance Issues:
_____

☐ Line of Sight Issues:
_____

☐ Other Concerns:
_____



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 03/15/2022
Item: 5
Site Plan: SPR22047
Name: Henry Martinez

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:
Ample exterior lighting to deter property crimes.

☐ Traffic Concerns:

☑ Surveillance Issues:
Requesting surveillance cameras outdoor, indoor, and at the shooting lanes.

☑ Line of Sight Issues:
Low Shrubs to deter transients from setting up camp.

☑ Other Concerns:
Concerns with transients setting camps in trash enclosure.

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

May 18, 2022

TUL-198-5.675
TIS (4)
SPR 21-017 IRON RIDGE SUBDIVISION #1
SPR 21-229 IRON RIDGE SUBDIVISION #2
GTS: 33643

SENT VIA EMAIL

Mr. Brandon Smith, Principal Planner
City of Visalia
Community Development Department
315 East Acequia Avenue
Visalia, CA 93291

Dear Mr. Smith:

Caltrans has completed review of the Transportation Impact Statement (TIS) for the Iron Ridge Subdivision #1 & #2 (Project). The Project proposes to develop a total of 238 single family dwelling units on approximately 50 acres. The project site is situated between Road 88 and Shirk Road (Road 92), approximately 0.7 miles north of the State Rote (SR) 198/Shirk Avenue interchange in the City of Visalia in Tulare County.

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

Transportation Impact Study:

1. On page 13, paragraph 2.4.2 - Queuing Analysis, The TIS states "Queuing analysis was completed… TIA, dated March 2021": Please clarify if the queue lengths on Table 2-2 are calculated by Synchro model or by the City of Visalia's method?

2. Please clarify if the queue length listed on Table 2-2 is from the 95% queue in Synchro.

3. Please be advised that Caltrans has its own method of calculating demand for turn lanes on the State Highway System which is shown in Index 405.2 of the Highway Design Manual (HDM).

4. On page 32, paragraph 3.8.2 - Queuing Analysis: Can potential mitigation be

identified in the TIS for a turning lane which has a queue demand that exceeds the existing storage?

5. On page 35, paragraph 4.1.1 - Intersections, for the SR 198 westbound (WB) ramp at Shirk Street, the existing southbound right-turn to the on-ramp appears very short (flared right turn pocket): Please clarify if the TIS indicates a need to extend this right-turn pocket to accommodate the demand?

6. On page 35, paragraph 4.1.1 – Intersections, for the SR 198 westbound (WB) ramp at Shirk Street, under the 2nd bullet point: change "Widen the eastbound approach to 1 left turn lane, ….", to "Widen the westbound approach to ….".

7. Additionally, this 2nd bullet point does not match the proposed sketch on Figure 4-1 (page 37) for the WB ramp. Figure 4-1 shows the WB ramp is widened to a dual right-turn lane.

8. Please provide the Synchro files or Synchro outputs/printouts that includes 95% queue lengths at the ramp intersections as well as intersection of Shirk Street and Hillsdale Avenue for all runs scenarios.

Subdivision:

9. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City or County. The assessment should include the following:

    a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.

    b. The Project might also consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.

    c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

10. Caltrans recommends the Project implement "smart growth" principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.

11. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing Vehicle Miles Traveled (VMT) and Green House Gas (GHG) emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

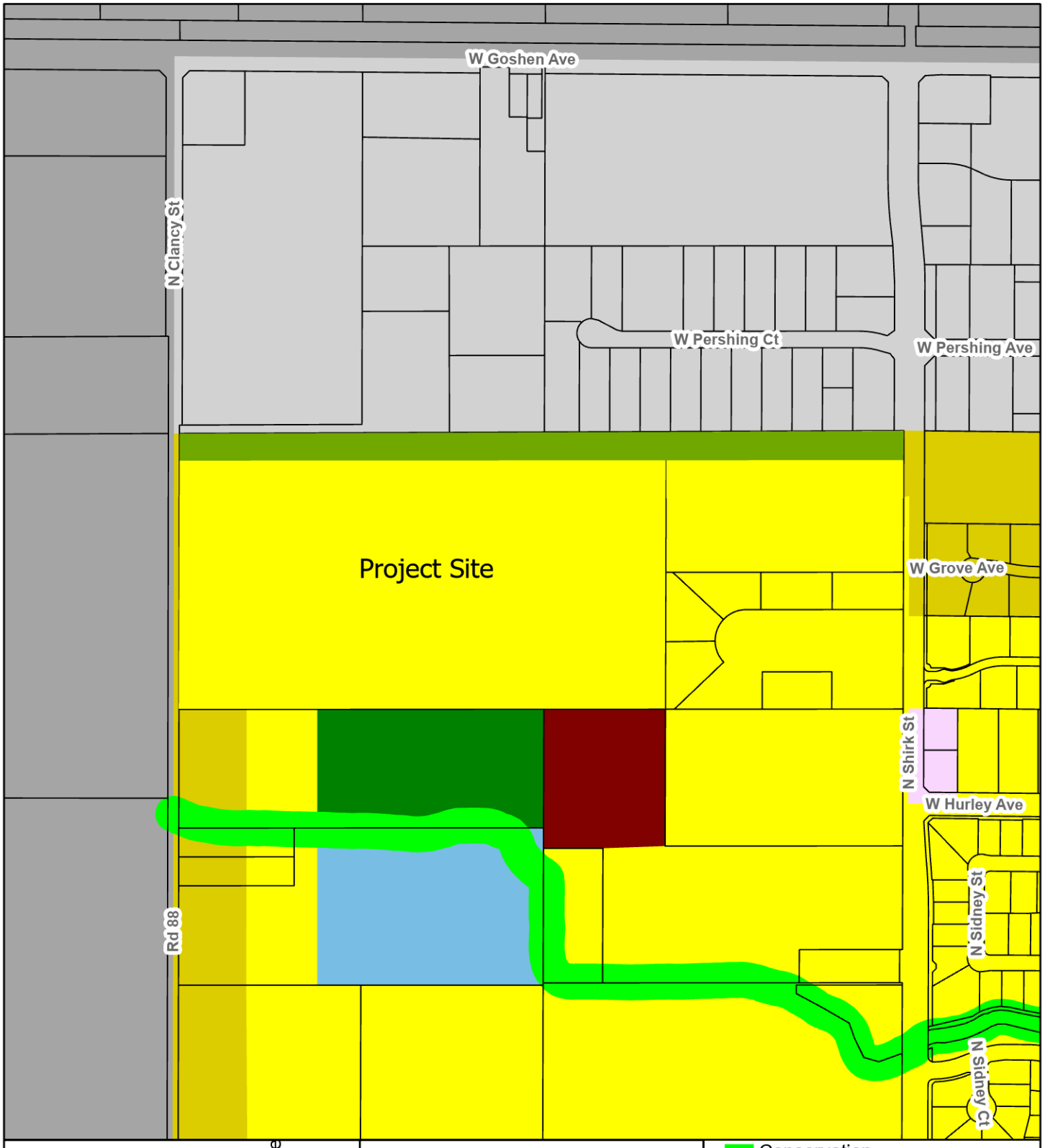
12. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020, and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work with the City or County to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.

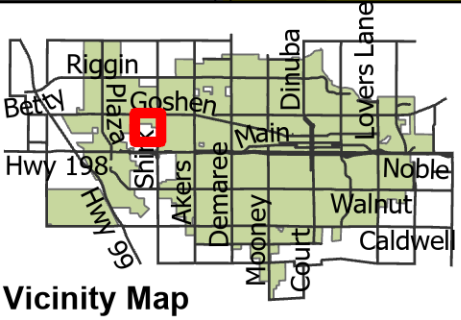
If you have any other questions, please call **David Deel,** Associate Transportation Planner at (559) 981-1041.

Sincerely,

Lorena Mendibles

Ms. Lorena Mandibles, Branch Chief,
Transportation Planning – South





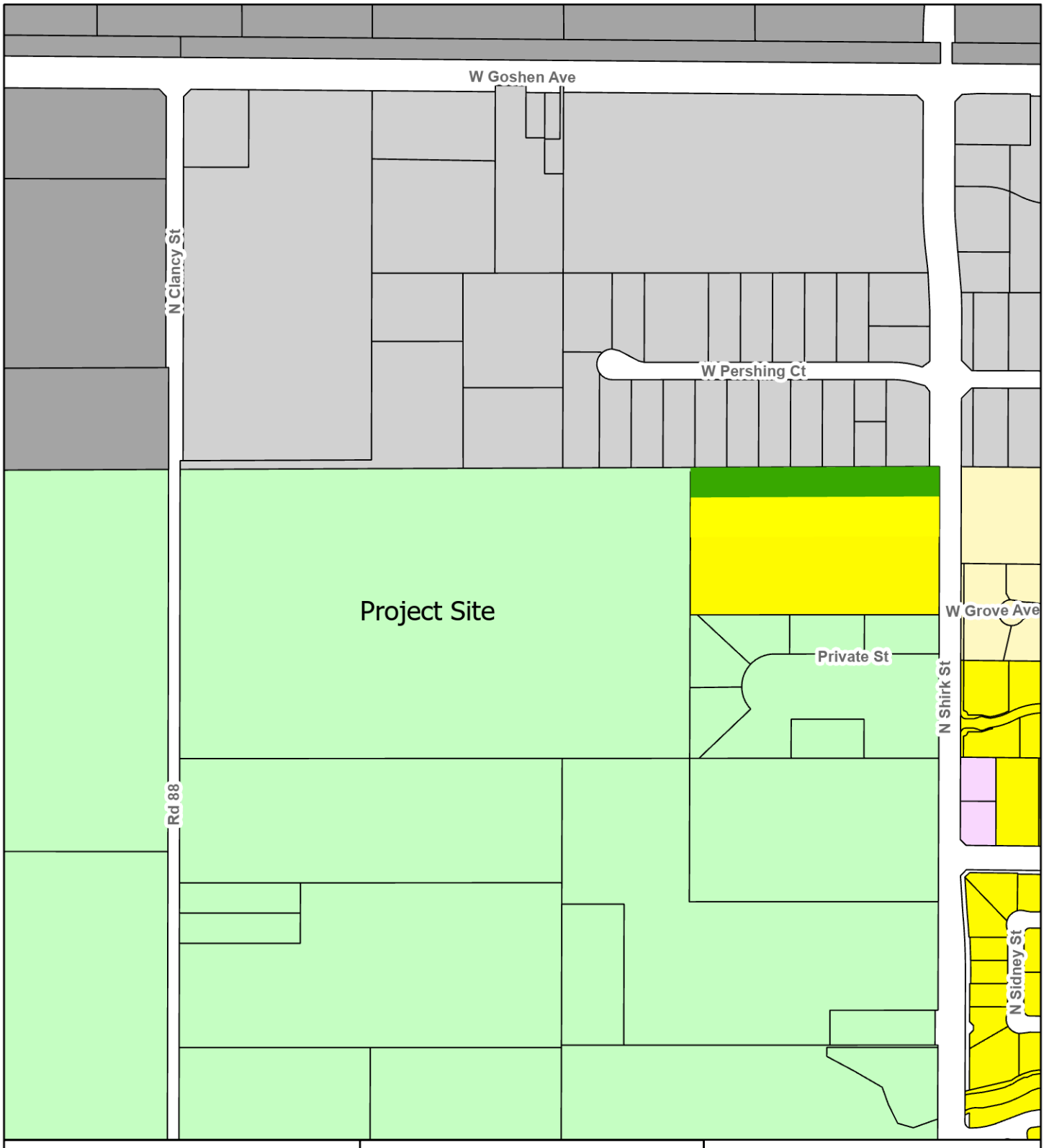
Vicinity Map

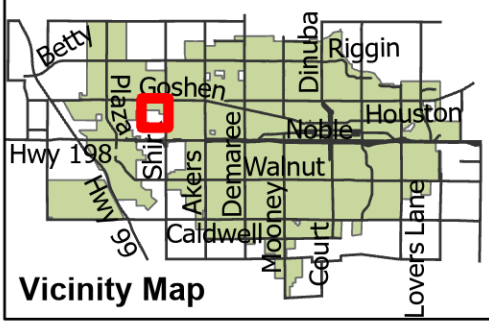
General Plan Land Use Map

0 200 400 800 Feet

- Conservation
- Commercia Mixed Use
- Commercial Neighborhood
- Industrial
- Light Industrial
- Public Institutional
- Parks/Recreation
- Residential Low Density
- Residential Very Low Density

N W E S





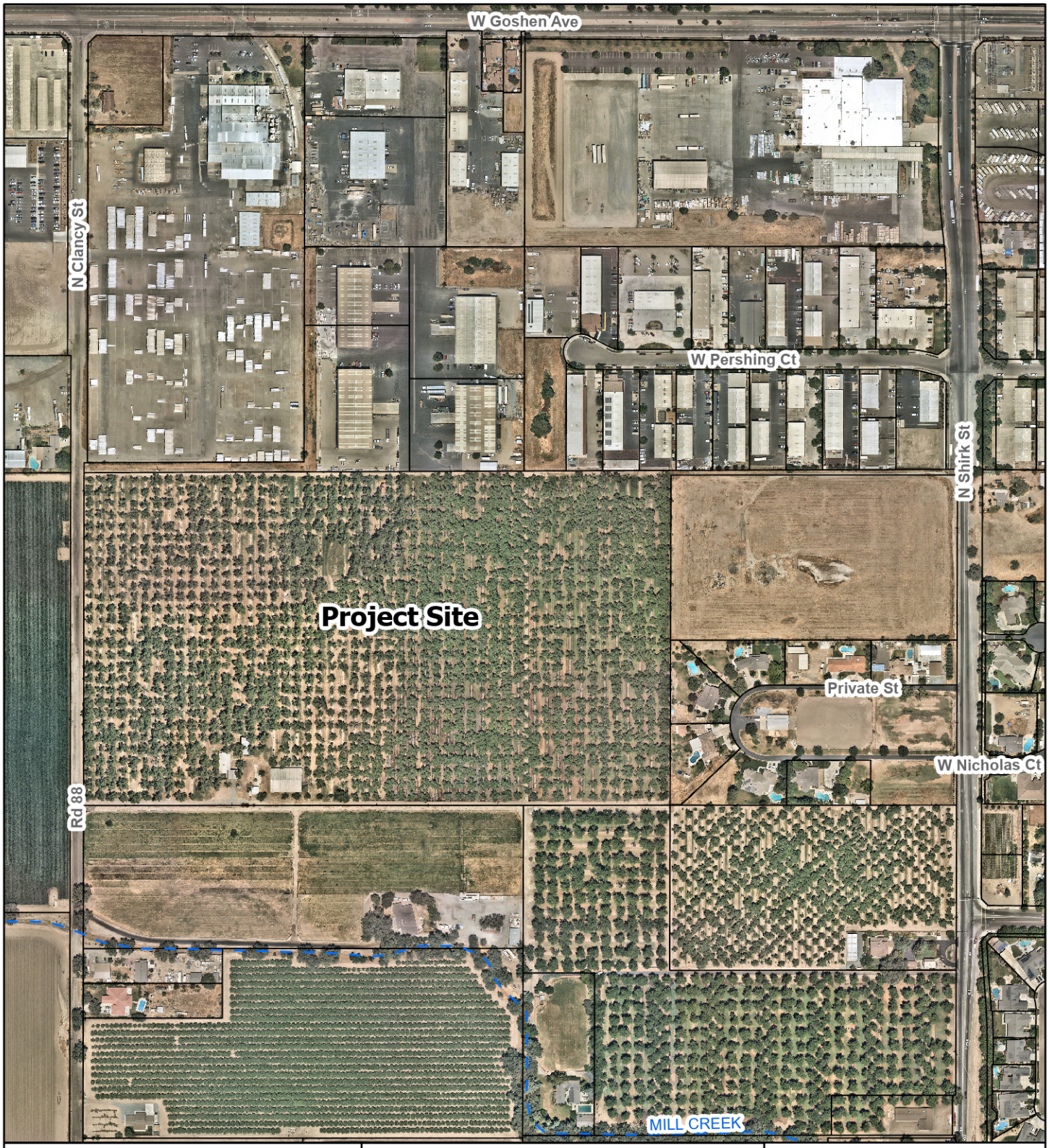
Vicinity Map

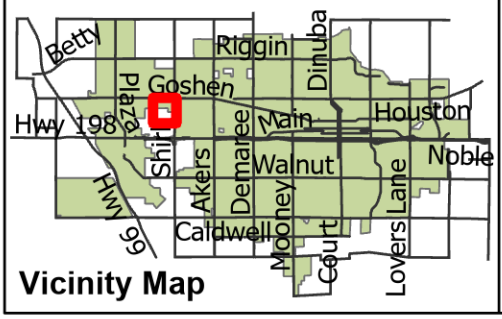
Zoning Map

0 200 400 800 Feet

N
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- C-MU Mixed Use Commercial
- I Industrial
- I-L Light Industrial
- R-1-20 Single-family Residenital
- R-1-5 Single-family Residenital
- County Areas





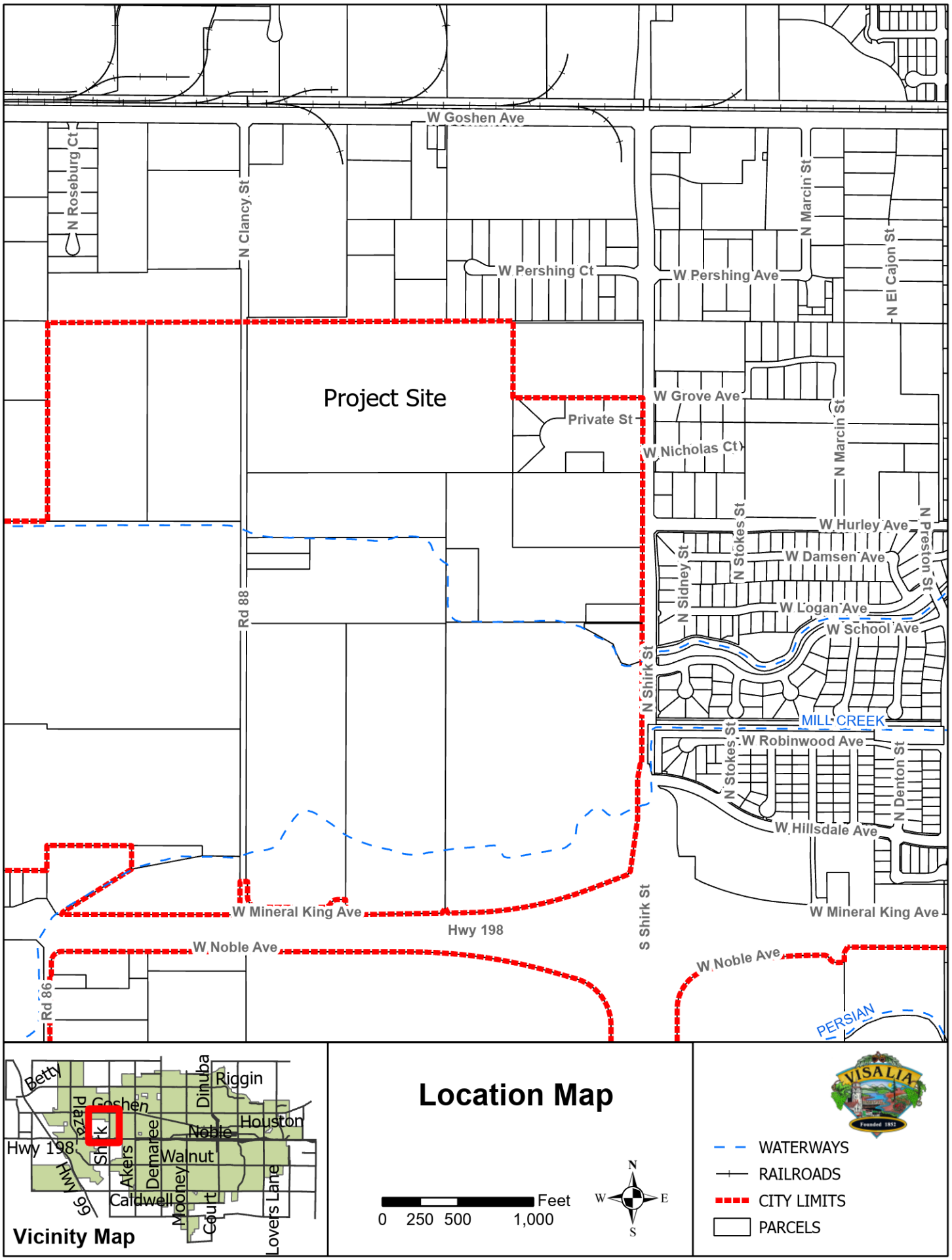
Vicinity Map

Aerial Photo

N
W E
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0 250 500 1,000 Feet

VISALIA
Founded 1852


W Goshen Ave
N Roseburg Ct
N Clancy St
W Pershing Ct
W Pershing Ave
N Marcin St
N El Cajon St
Project Site
Private St
W Grove Ave
W Nicholas Ct
N Marcin St
N Stokes St
W Hurley Ave
N Preston St
N Sidney St
W Damsen Ave
W Logan Ave
W School Ave
Rd 88
N Shirk St
MILL CREEK
W Robinwood Ave
N Stokes St
N Denton St
W Hillsdale Ave
W Mineral King Ave
Hwy 198
S Shirk St
W Mineral King Ave
W Noble Ave
W Noble Ave
Rd 86
PERSIAN
Location Map
Vicinity Map
Betty
Dinuba
Riggin
Goshen
Houston
Noble
Hwy 198
Shirk
Akers
Demaree
Walnut
Mooney
Caldwell
Court
Lovers Lane
Feet
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VISALIA
Founded 1852
WATERWAYS
RAILROADS
CITY LIMITS
PARCELS

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: June 26, 2023

PROJECT PLANNER: Cristobal Carrillo, Associate Planner
Phone No.: (559) 713-4443
Email: cristobal.carrillo@visalia.city

SUBJECT: **Annexation No. 2022-03:** A request by Woodside Homes to annex one parcel totaling approximately 69.35-acres into the City Limits of Visalia. Upon annexation the area would be zoned R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size), which is consistent with the General Plan Land Use Designation of Residential Very Low Density.

Barr & Wood Tentative Subdivision Map No. 5588: A request by Woodside Homes to subdivide a 69.35-acre parcel into 136 lots for single-family residential use and additional lots for private streets, landscaping, lighting, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone.

Conditional Use Permit No. 2022-06: A request by Woodside Homes to allow a planned unit development on a 69.35-acre parcel consisting of 136 single-family residential lots, private streets, two gated entries, landscaping and lighting district lots, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone.

Tentative Parcel Map No. 2022-02: A request by Woodside Homes to subdivide 69.35 acres into three parcels for phasing and financing purposes, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone.

Project Location: The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041).

STAFF RECOMMENDATION

Annexation No. 2022-03

Staff recommends that the Planning Commission recommend that the City Council approve Annexation No. 2022-03, as conditioned, based on the findings in Resolution No. 2022-18. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan.

Barr & Wood Tentative Subdivision Map No. 5588

Staff recommends approval of the Barr & Wood Tentative Subdivision Map No. 5588, as conditioned, based on the findings and conditions in Resolution No. 2022-17. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances, Housing Accountability Act (Government Code section 65589.5) and the Visalia Housing Element.

Conditional Use Permit No. 2022-06

Staff recommends approval of Conditional Use Permit No. 2022-06, as conditioned, based upon the findings and conditions in Resolution No. 2022-15. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

Tentative Parcel Map No. 2022-02

Staff recommends approval of Tentative Parcel Map No. 2022-02, as conditioned, based on the findings and conditions in Resolution No. 2022-16. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

RECOMMENDED MOTION

I move to recommend approval of Annexation No. 2022-03, based on the findings and conditions in Resolution No. 2022-18.

I move to approve Barr & Wood Tentative Subdivision Map No. 5588, based on the findings and conditions in Resolution No. 2022-17.

I move to approve Conditional Use Permit No. 2022-06, based on the findings and conditions in Resolution No. 2022-15.

I move to approve Tentative Parcel Map No. 2022-02, based on the findings and conditions in Resolution No. 2022-16.

PROJECT DESCRIPTION

The applicant, Woodside Homes, has filed entitlement applications for the development of a private 136-lot single-family residential subdivision, on a 69.35-acre parcel located outside of City Limits, within the Tier II urban development boundary. The project site is currently vacant and was previously employed for agricultural use, though it is not within an agricultural preserve or listed as prime farmland/farmland of statewide importance. Entitlements for this project consist of an annexation, tentative subdivision map, a conditional use permit for a planned residential development, and a tentative parcel map.

Annexation No. 2022-03 is a request to annex the 69.35-acre parcel into the Visalia City Limits (see Exhibit "B"). Upon annexation, the zoning designation for the project site will be R-1-20 (Single-Family Residential 20,000 square foot minimum site area), as dictated by the Visalia General Plan land use designation of Very Low Density Residential.

Barr & Wood Tentative Subdivision Map No. 5588 is a request to subdivide the 69.35-acre parcel into a 136-lot single-family residential subdivision (see Exhibit "A"). The density of the subdivision will be 1.96 dwelling units per acre, consistent with the density range of the Very Low Density Residential General Plan land use classification, which notes density between 0.1 to 2 units per acre. The development will be a gated private subdivision, with private streets, landscape outlots, walking trails, a neighborhood park, and additional amenities, all maintained by a homeowner's association (HOA). In order to enable the private nature of the subdivision and allow deviation from Visalia Municipal Code standards for lots within the R-1-20 Zone, the subdivision proposal is accompanied by a request for a Planned Residential Development via **Conditional Use Permit No. 2022-06**. Per Zoning Ordinance Chapter 17.26 deviations from normal zoning regulations and standards may be requested if it can be shown that the deviations maximize benefits to the eventual residents of a planned residential development. The Conditional Use Permit request entails several deviations from VMC standards, listed below as follows:

- Lot size. The minimum lot size in the R-1-20 Zone is 20,000 square feet. The applicant is proposing lots averaging 15,139 square feet in size, ranging from 11,592 square feet to 25,592 square feet. Approximately 94.85% of lots will be less than the R-1-20 Zone's 20,000 square foot minimum lot size.

- Setbacks. The R-1-20 Zone requires a 35 foot front yard, 10-foot side yards, 20-foot street side yard, and a 25-foot rear yard. The applicant requests a reduction to the front and side yard setbacks, allowing a 30-foot front yard, 5-foot side yard, and 10-foot street side yard.

COMPARISON OF SETBACK STANDARDS					
	Front Yard	**Side Yard**	**Street Side Yard**	**Rear Yard**	**Street Side Yard (Garage)**
EXISTING R-1-20 SETBACKS	35	10	20	25	22
PROPOSED SETBACKS	30	5	10	25	22

- Lot Width. The minimum lot width for the R-1-20 Zone is 100 feet for interior lots, and 110 feet for corner lots, as measured from a point midway between the front and rear lot lines. The applicant requests minimum lot widths of 85 feet.
- Private streets and gated entries. The local streets serving the subdivision are proposed to be privately maintained by an HOA. No sidewalks will be installed along the private streets, with the exception of the internal loop street surrounding the proposed pocket park, and lots leading to said park, which will contain landscaping and an eight-foot-wide trail/sidewalk on one side (see Exhibit "E"). Public access to the subdivision will be via gated entries along South Roeben Street and South Shirk Street. A temporary emergency-only access entry will be installed with Phase 1 of the subdivision, providing a second point of access to West Whitendale Avenue to the south while Phase 1 of the subdivision is under construction.
- Neighborhood park. A 3.7-acre park, identified as Lot F in the subdivision map in Exhibit "A", is proposed to be centrally located and privately maintained by the HOA.

Per the project narrative in Exhibit "H", project amenities will be provided to occupants of the subdivision, to include walking trails and a centralized 3.7-acre park with oak trees, play equipment, and a small amphitheater that will host neighborhood events. The applicant states that the deviations are requested to allow the lots to accommodate large homes, provide area for generous park space and amenities, and to facilitate the highly walkable, sociable neighborhood envisioned by the developer.

Lastly, **Tentative Parcel Map No. 2022-02** is proposed, to subdivide the project site into three parcels for phasing purposes (see Exhibits "C" and "D"). Parcel 1/Phase 1 will be approximately 21.61 acres in area and will include 45 lots. Parcel 2/Phase 2 will be approximately 24.83 acres in area and will include 44 lots. Parcel 3/Phase 3 will be approximately 18.76 acres in area and include 47 lots.

The proposed single-family subdivision will be serviced by private streets: a 36-foot-wide internal private road with City standard curb and gutter, and a 48-foot-wide internal loop street, with 8 feet of landscaping and an 8-foot sidewalk/trail on one side. Additional improvements proposed include installation of a permanent stormwater basin, streetlights, sewer lines, storm drainage, and public infrastructure such as electricity, gas, and water. Additional public street improvements will be conducted to South Roeben Street and West Whitendale Avenue, both Collector Streets which will be widened to 42 feet within the boundaries of the subdivision, and South Shirk Street, a Minor Arterial which will be widened to 55 feet, again within the boundaries of the subdivision, and including portions east of Shirk Street, between the project site and West Walnut Avenue. The terminus of South Jacques Street, a Local Street within the Roeben Ranch subdivision to the north, will be separated from the project site through the installation of a six-foot-tall wrought iron

fence (see Exhibit “E”) with a sidewalk cross-connection at the end of the street stub. Lastly, improvements will be conducted to the Persian Ditch, which traverses the eastern portion of the project site. Improvements will include the widening of existing service roads to 12 feet on each side.

Primary access to Phase I of the subdivision will initially be from South Roeben Avenue, with a second emergency access provided along West Whitendale Avenue. Upon completion of Phase 2 the temporary access will be removed, in favor of a new second permanent access along South Shirk Street. Improvements along these major streets include construction of curb, gutter, sidewalks, block walls (where lots do not front onto roadways), installation of park strip landscaping, streetlights, sanitary sewer, and undergrounding of utility lines. The street improvements associated with this subdivision are discussed in greater detail in the Street Improvements section of the report.

The subdivision map will create 14 lettered outlots to be maintained by the HOA. The outlots will provide a variety of functions, including use as a private street (Outlet N), trail pathway (Outlets D, E, G, H, I, J), landscaping lot with block walls (Outlots A, B, C), a stormwater basin (Outlet K), canal (Outlets L, M), and a private neighborhood park (Outlet F). The outlots account for approximately 16.17 acres of the total 69.35-acre development.

The applicant has provided floor plans and elevations for five master plans to be associated with the development, each with multiple exterior treatment options. The plans are all single-story units ranging in size from 2,515 square feet to 3,507 square feet of livable space (see Exhibits “F” and “G”).

The parcel is surrounded by the Oak Meadows subdivision to the north, the Roeben Ranch and Lisendra Heights subdivisions to the east, and agricultural uses to the south and west. The project site, and areas to the south and west are currently outside City Limits and under the jurisdiction of the County of Tulare.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Residential Very Low Density	
Future City Zoning:	R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone	
Surrounding Zoning and Land Use:	North:	R-1-20 / Oak Meadows Estates and Roeben Ranch residential subdivision
	South:	Tulare County jurisdiction, AE-20 (Exclusive Agricultural, 20 Acre Minimum) / Shirk Dairy, undeveloped agricultural land
	East:	R-1-5 (Single Family Residential, 5,000 square foot minimum site area), QP (Quasi-Public) / Roeben Ranch and Lisendra Heights residential subdivisions, Sunset Park
	West:	Tulare County jurisdiction, AE-20 / Undeveloped agricultural land

Environmental Review:	Initial Study / Mitigated Negative Declaration No. 2022-18
Special Districts:	None
Site Plan Review:	SPR No. 2020-193

RELATED PLANS & POLICIES

Please see attached summary of related plans and policies.

SIMILAR PROJECTS

On May 9, 2022, the Planning Commission recommended City Council approve Annexation No. 2021-03, and approved Higgins Ranch Tentative Subdivision Map No. 5585 and Tentative Parcel Map No. 2022-01. The project was a request to annex and subdivide a 32.35-acre parcel into 174-lots for residential use consistent with the R-1-5 Zone.

On June 12, 2023, the Planning Commission recommended City Council approve Annexation No. 2022-05, and approved Pearl Woods Tentative Subdivision Map No. 5591 and Tentative Parcel Map No. 2023-07. The project was a request to annex and subdivide a 67.70-acre parcel into 273-lots for residential use consistent with the R-1-5 Zone.

PROJECT EVALUATION

Staff supports the annexation based on the project's consistency with the Land Use Element of the General Plan. Specifically, the annexation will facilitate a residential subdivision development on a 69.35-acre site in a manner that is consistent with residential neighborhoods in the area. Furthermore, staff recommends approval of Barr & Wood Tentative Subdivision Map No. 5588, Conditional Use Permit No. 2022-06, and Tentative Parcel Map No. 2022-02 based on the project's consistency with the Land Use Element of the General Plan, the Zoning and Subdivision Ordinances, Housing Accountability Act (Government Code section 65589.5), and the Visalia Housing Element. The subdivision map proposes to develop a parcel of land that is designated for residential development at a density prescribed in the 2030 Visalia General Plan. Furthermore, the project is providing housing that meets the City's Regional Housing Needs for the above moderate-income level.

Annexation

The project proponents have filed an application to initiate the annexation of the 69.35-acre project site into the Visalia City Limits. Annexation is required in order for the City to apply its land use jurisdictional rules and regulations. The Annexation is supported on the basis that the proposed use is consistent with Visalia General Plan Land Use Element Policy LU-P-21, which allows for the annexation and development of residential land to occur within the Tier II Urban Development Boundary when it is consistent with the City's Land Use Diagram. The site will be pre-zoned to an R-1-20 classification, consistent with the subject sites General Plan land use designation of Very Low Density Residential.

The site will have access to requisite utility and infrastructure services, which will be readily available for connection upon development of the project. Though the project is not currently within City Limits, the applicant has submitted a Tentative Subdivision/Parcel Map and Conditional Use Permit to be considered along with the annexation request. Cities have the authority to approve tentative map proposals prior to final approval of an annexation by a local agency formation commission (LAFCO). However, "final maps" for such applications cannot be approved until after an annexation is completed and recorded through the Tulare County Recorder. Staff

have included this requirement as Condition No. 3 for Tentative Parcel Map No. 2022-02 and Condition No. 6 for Barr & Wood Tentative Subdivision Map No. 5588.

General Plan Consistency

Land Use Element Policies

The project is consistent with Visalia General Plan Land Use Element Policy LU-P-21, which states that the city should "*Allow annexation and development of residential, commercial, regional retail, and industrial land to occur within the Urban Development Boundary (Tier II) consistent with the City's Land Use Diagram*". The proposed site is within the County of Tulare and is adjacent to and consistent with existing developed residential sites to the north and east. Existing utility infrastructure (i.e., water, sewer, and stormwater) can be provided to accommodate the project at buildout. Furthermore, the site is located within the Tier II Urban Development Boundary (UDB), which allows for immediate development of a project site upon its successful annexation. Note the City of Visalia met General Plan residential land use thresholds for expansion into the Tier 2 UDB in July 2021.

The project is also consistent with Policy LU-P-54. The policy allows for residential development consistent with the Very Low Density Residential designation at a density range between 0.1 to 2 dwelling units per gross acre. The proposed development will be developed at a residential density of 1.96 units per acre, consistent with the Very Low Density Residential General Plan land use designation and R-1-20 zoning district. The policy is intended to facilitate *"..single-family detached housing on large lots and a rural residential transition to surrounding agricultural areas*." The proposal meets the intent of the policy, providing a development compatible with residential areas to the north and east, with lot sizes comparable to surrounding lots, at a location that transitions smoothly with agricultural areas to the south and west.

The proposed subdivision does not meet all codified standards contained in the Zoning and Subdivision Ordinances. The applicant proposes lot sizes, setbacks, and lot widths that are smaller than what is required under the R-1-20 standards. To address this, the applicant has submitted a Conditional Use Permit request for a Planned Residential Development, to permit deviations from Zoning Ordinance standards. The deviations are discussed in the Planned Residential Development section of this report. As it stands, the proposal meets the intent of the Very Low Density Residential land use designation. The proposed deviations will still result in a development within the density limits of the land use designation, with lot sizes compatible with the surrounding areas.

Housing Accountability Act (Government Code section 66589.5)

The Housing Accountability Act (HAA) requires local agencies to approve housing developments that are consistent with applicable general plan, zoning, and subdivision standards, including design review, if they were in effect at the time that the housing development application was deemed complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and that there is no feasible way to mitigate or avoid the impact[1].

With approval of the attached Conditional Use Permit/Planned Residential Development, the project is considered to be consistent, compliant, and in conformity with the General Plan, Zoning Ordinance, and single-family residential development standards. The lots proposed for the Barr & Wood subdivision meet density standards for the Very Low Density Residential land use designation and will be compatible with surrounding developed residential areas. Furthermore, the subdivision will develop a private network of local streets and improve adjacent Collector and

[1] Gov. Code Section 65589.5(j)(1).

Arterial public roadways, thereby facilitating increased street connectivity to accommodate future growth areas.

Planned Residential Development

The applicant has submitted a Conditional Use Permit request for a Planned Residential Development (PRD) to allow deviations from R-1-20 Zone development standards. Proposed deviations are for reduced lot sizes, reduced setbacks, reduced minimum lot widths, and creation of an HOA for the private maintenance of streets, open spaces areas, and related infrastructure.

Pursuant to Zoning Ordinance Chapter 17.26 (Planned Development), development standards may be deviated in order to maximize the benefits that may be derived from a more unique project that could not otherwise be accommodated by adherence to Visalia Municipal Code standards. The proposed modifications can be supported on the basis that the resulting buildable lots, as conditioned, will be fully functional without undue intrusion or conflict with adjacent residences, and consistent with the development pattern and residential density of the surrounding area. Though the minimum lot size will be reduced, at 1.96 units to the acre the development is at the higher end of the 0.1 to 2 units per acre density range of the Very Low Density Residential land use designation, maximizing the lands usage. Setback and lot width reductions maintain typical residential standards, while providing additional area as usable open space, exceeding PRD requirements. Private streets and infrastructure proposed maintain adequate circulation throughout the site, while supporting implementation of walking trail amenities.

The proponent is required to have a Homeowner's Association (HOA) to maintain the common areas. This is included Condition No. 9 of Conditional Use Permit No. 2022-06, and Condition No. 9 of the Barr & Wood Tentative Subdivision Map No. 5588.

Agricultural Preservation Ordinance

In June 2023 the Agricultural Preservation Ordinance (APO) came into effect. The purpose and intent of the ordinance is to address the conversion of prime farmland and farmland of statewide importance through the adoption of an agricultural land preservation program. In addition, the ordinance established a process for the required preservation of agricultural land through the acquisition of agricultural conservation easements or the payment of an in-lieu fee for projects subject to the provisions of this ordinance. Only sites that are considered prime farmland and/or farmland of statewide importance are subject to the ordinance's provisions.

For the Barr & Wood Subdivision, the project site is not designated as prime farmland or farmland of statewide importance, as defined per the Tulare County Farmland Mapping and Monitoring Program. As such, the project site is not subject to the City's agricultural preservation ordinance. No action is needed on the part of the applicant to limit impacts to farmland.

Airport Land Use

The proposed project is located approximately 1.77 miles southeast of the nearest public airport (Visalia Municipal Airport). According to the Tulare County Comprehensive Airport Land Use Plan (TC CALUP), the project site is located within Safety Zone 6 (Traffic Pattern Zone). Per the use matrix provided in the land use plan, single family residential development is considered compatible within Safety Zone 6. This is subject to a requirement that, in areas where aircraft noise is expected to exceed 60dB CNEL, inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less.

Per the CEQA analysis, the project site will not be impacted by the airport use. Noise contours developed for 2019 show that the airport would produce less than 65 dB. Per the applicant, noise exposure at this level would not pose a safety hazard for people residing or working in the project area. Given the above, Condition No. 10 for both Conditional Use Permit No. 2022-06, and Barr

& Wood Tentative Subdivision Map No. 5588, is recommended, requiring the applicant to comply with the TC CALUP and noise requirements therein prior to issuance of a building permit for the tentative subdivision map.

Street Improvements

The developer of the subdivision will be required to construct major street improvements along South Roeben Street, West Whitendale Avenue, and South Shirk Street. Improvements along the subdivision frontage for these major streets include improving the West Whitendale Avenue/South Roeben Street intersection and widening Roeben, Whitendale, and Shirk to their ultimate right-of-way design.

Intersection Improvements

Per Engineering Division Site Plan Review Comments, the applicant shall be required to adjust the subdivision map as necessary to rectify an alignment inconsistency at the Whitendale/Roeben intersection, which may pose issues for the southeast corner of the subdivision. Condition No. 8 of the Barr & Wood Tentative Subdivision Map No. 5588 requires consultation with City staff and compliance with City of Visalia requirements for the design of the intersection prior to recordation of the Final Map. Note that the applicant has included a note on Exhibit "A", stating that area from Lot 5 and the adjacent landscape lot can be utilized in the event that additional square footage is needed to accommodate intersection improvements.

Street Widening

South Roeben Street is a designated 84-foot-wide collector roadway. The project will require a 42-foot dedication and widening of the street along the eastern boundary of the project site to accommodate two additional travel lanes. West Whitendale Avenue is also a designated 84-foot-wide collector roadway that will similarly require a 42-foot dedication and widening of the street. Widening will occur along the southern boundary of the project site to accommodate two additional travel lanes, with the potential for a street median if sufficient right-of-way is available. Finally, South Shirk Street is a designated 110-foot-wide arterial road way. The project will require a 55-foot dedication and widening of the street along the western boundary of the project site, to accommodate two travel lanes, with the potential for a street median if sufficient right-of-way is available. Furthermore, per Site Plan Review comments from Engineering Division staff, the project proponent will be required to conduct additional widening of South Shirk Street, north of the Barr & Wood Subdivision, to be placed along the east side of South Shirk Street up to West Walnut Avenue. The requirement to buildout the additional street improvements will complete the east side of South Shirk Street. Note that this additional improvements outside the boundary of the proposed subdivision will be fully reimbursed to the developer.

Improvements along the right of way within the boundaries of the subdivision map shall include curb, gutter, sidewalks, streetlights, a block wall, and landscaping. All improvements will be maintained by the HOA proposed for the subdivision. All new utilities that will service the residential subdivision will be placed underground, including all existing power poles along the Whitendale Avenue alignment that are within the boundaries of the project site. Per the Phasing Plan in Exhibit "D", widening of Roeben Street shall take place during the first phase of development, with the remaining improvements to Whitendale Avenue and Shirk Road occurring in Phase II.

Local Streets

The subdivision proposes a circular set of private streets that will be maintained by the HOA. The streets will be 48 feet wide for the internal private road that will service much of the development, and a 36-foot-wide internal private road that will serve lots surrounding the central park. The streets will provide access to both Roeben Street and Shirk Street via a 50-foot-wide gated

access. Due to the private nature of the development, South Jacques Street, a local street within the adjacent subdivision which terminates at the northern end of the project site, will not connect to any of the proposed private streets. It currently contains a wood barrier and chain link fencing. Per Exhibit "E" and Site Plan Review requirements from the Engineering Division, the terminus will be improved with a wrought iron fence and cross walk.

The street connections proposed with the subdivision, while not providing additional local street connections for public use, will serve to improve circulation for the general area through the extension of Whitendale Avenue and connection with Shirk Street.

Outlots for Park, Basin, and Canal

The project delineates four outlots (Lots F, K, L, and M) for use as a central park, basin, and canal. Details for each outlot are as follows:

- Park: A 3.7 acre "recessed park / open space" will be located at the center of the subdivision and will function as the main focal point / community area for the neighborhood. The park will contain a number of amenities for private use by residents. Trail and street lots (Outlots D, E, G, H, I, J, and N) will lead directly to the park.
- Canal: The existing Persian Ditch runs along the eastern portion of the project site. Outlots L and K (22,332 square feet and 13,913 square feet, respectively) will serve as lots to contain the canal. The lots will be approximately 48 feet wide to accommodate the placement of 12 food wide maintenance roads on either side of the canal. Areas of Outlots L and K that are adjacent to residential lots will be separated by wood fencing.
- Basin: Lot K would consist of a 69,855 square foot permanent stormwater basin, located at the southwest corner of the project site, where Whitendale and Shirk intersect. The basin will be designed to capture storm runoff from the private development, and will have the ability to recharge ground water from surface runoff, minimizing runoff into local creeks and channels. Additional runoff from the Roeben, Whitendale, and Shirk right-of-ways will be addressed via the developer providing a temporary easement within the private basin to collect public road runoff. The temporary easement would be released upon completion of a City master plan basin in the area.

Infrastructure

The project will require improvements to the following infrastructure:

- Water Service: Staff has included Condition No. 7 for Barr & Wood Tentative Subdivision Map No. 5588, and Condition No. 11 for Conditional Use Permit No. 2022-06 which requires a valid Will Serve Letter from the California Water Service Company if, prior to development of the subdivision, the determination of water availability letter lapses.
- Sanitary Sewer: The sewer system will have to be extended to the boundaries of the development where future connection and extension is anticipated. The City of Visalia's draft Sewer Master Plan also indicates the need for installation of a sewer trunk line within South Shirk Street. The sewer system will be sized in order to service the entire subdivision. The developer will be required to coordinate with City staff on design and construction requirements for the sanitary sewer. The sanitary sewer master plan for the entire development will be required to be submitted for review prior to approval of any portion of the system.
- Storm Drainage: Per the Phasing Plan in Exhibit "D", Phase 1 of the subdivision will incorporate a temporary stormwater basin over Lots 23 and 24. Upon completion of the subdivision, the applicant proposes that the development be served by a 1.6-acre

permanent stormwater basin for storm water drainage located at the southwest corner of the project site.

- Canal: Extension of West Whitendale Avenue westward will necessitate the installation of a culvert for the Persian Ditch, which traverses the Whitendale alignment. Site Plan Review comments from the Engineering Division require coordination with the City, Persian Ditch Company, and property owner to the south for installation of the culvert.

Infrastructure improvements are codified via Condition No. 1 of the Barr & Wood Tentative Subdivision Map No. 5588, Condition No. 2 of Conditional Use Permit No. 2022-06, and Condition No. 1 of Tentative Parcel Map No. 2022-02.

Building Elevations/Floor Plans

Building elevations and floor plans for the development are included in Exhibits "F" and "G". Per the submittal, the applicant will be providing single story residences, with 2,515 square feet to 3,507 square feet of livable space. Five floor plans are provided, with three to four bedrooms, each with three distinct design types to choose from. The proposed street facing façades will feature various forms of architectural ornamentation depending on the style chosen, such as batten siding, shutters, mission tile roofing, shingle siding, wood railings, glazed tile over doorways, brick/stone veneers, and metal awnings. The number of plan options provided and architectural detail incorporated support the applicants assertion that the development is unique and provides additional amenities above what is normally proposed. Consistency with the exterior elevations will be enforced through the Building Permit process.

Fencing

The applicant has provided a diagram depicting proposed fencing for the subdivision (see Exhibit "E"). Per the exhibit, block walls will be placed along Roeben Street, Whitendale Avenue, and Shirk Street, with additional block walls along the street side yard of corner lots. Wrought iron fencing will be placed at the two gated entries, at the intersection of the Persian Ditch and the main interior access road, and at the terminus of Jacques Street to the north, adjacent to the Persian Ditch. Decorative four-foot-tall vinyl split rail fencing will be placed along the front property boundaries of the interior lots facing the outer ring road. Lastly six-foot-tall wood privacy fencing will be installed on the boundaries between lots, and on boundaries adjacent to the Persian Ditch.

Subdivision Map Act

California Government Code Section 66474 lists seven findings for which a legislative body of a city or county shall deny approval of a tentative map if it is able to make any of these findings. These seven "negative" findings have come to light through a recent California Court of Appeal decision (Spring Valley Association v. City of Victorville) that has clarified the scope of findings that a city or county must make when approving a tentative map under the California Subdivision Map Act.

Staff has reviewed the seven findings for a cause of denial and finds that none of the findings can be made for the proposed project. The seven findings and staff's analysis are below. Recommended findings in response to this Government Code section are included in the recommended findings for the approval of the tentative subdivision and tentative parcel map.

GC Section 66474 Finding	Analysis

(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed maps have been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision and Tentative Parcel Maps. There are no specific plans applicable to the proposed maps.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the maps have been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision and Tentative Parcel Maps. There are no specific plans applicable to the proposed maps.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed maps and its affiliated development plan, which is designated as Very Low Density Residential and developed at a density of 1.96 units per acre. This is included as recommended Finding No. 3 of the Tentative Subdivision and Tentative Parcel Maps.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed maps and their affiliated development plan, which is designated as Very Low Density Residential. This is included as recommended Finding No. 4 of the Tentative Subdivision and Tentative Parcel Maps.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvements of the maps have not been found likely to cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat. This finding is further supported by the project's determination of no new effects under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 8 of the Tentative Subdivision and Tentative Parcel Maps.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Subdivision and Tentative Parcel Maps.
(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.	The proposed design of the maps do not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 5 of the Tentative Subdivision and Tentative Parcel Maps.

Public Comment

Public comment was received from a resident of the subdivision to the north, requesting improvements to the terminus of Jacques Street, where it meets with the Persian Ditch. Currently the terminus contains a wood barrier and a chain link fence. The resident requested that the applicant provide a block wall in place of the chain link fence.

Per Exhibit "E", the applicant proposes placement of a six-foot-tall wrought iron fence at the terminus of Jacques Street. Placement of the wrought iron fencing will represent an aesthetic improvement over existing fencing and will continue to prevent access to the Persian Ditch. The Visalia Municipal Code does not include any requirements for the placement of block walls on the boundary between single family residential zones. As such, staff believes that the proposal for wrought iron fencing at this location is appropriate.

No other public comment has been received as of the publication of this report.

Environmental Review

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. Initial Study and Mitigated Negative Declaration No. 2022-18 disclosed that environmental impacts are determined to be less than significant with the incorporation of mitigation to address significant impacts to the following resources:

- Four mitigation measures pertaining to Cultural Resources and Tribal and Cultural Resources to reduce the impacts of the Project on the potential of exposing historical or archaeological materials during construction. Measures also address the Santa Rosa Rancheria Tachi Yokut Tribe's concerns regarding Tribal history and knowledge of the area.
- Three mitigation measures pertaining to Hydrology and Water Quality to address impacts to surface and groundwater resources.

A 20-day review and comment period through the State Clearing House for the Initial Study began on June 1, 2023, and ended on June 20, 2023.

The City received one comment letter in response to the Initial Study / Mitigated Negative Declaration circulated for this project. The letter was received from the San Joaquin Valley Air Pollution Control District and is included with the Initial Study / Mitigated Negative Declaration. Upon City's review, the letter does not raise any concerns regarding the conclusions reached by environmental assessment. The letter does contain several comments and guidance to ensure that the project is meeting all applicable rules, regulations, and requirements. Based on the letter, the City concludes that the findings and conclusions of the Initial Study / Mitigated Negative Declaration are still applicable and that no additional conditions of approval are necessary for the project. The letter has been shared with the developer.

No other formal comments were received as of the publication of this report. Consequently, the Mitigated Negative Declaration for the project is recommended for adoption.

RECOMMENDED FINDINGS

Annexation No. 2022-03

1. That the Annexation is consistent with the intent of the General Plan and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed Annexation, which will re-designate 69.35-acres of AE-20 (Agricultural Exclusive 20-acre) County zone district to an R-1-20 (Single-Family Residential, 20,000

square foot minimum site area) City zone district and will not impose new land uses or development that will adversely affect the subject site or adjacent properties.

3. That the parcel is not located within an Agricultural Preserve.
4. That the parcel will be annexed into Voting District 3 per the Council Election Voting District Map.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18, is hereby adopted. Furthermore, the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02

1. That the proposed location and layout of the Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02, their improvements and design, and the conditions under which they will be maintained are consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 69.35-acre project site, which is the site of the proposed 136-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-21 of the General Plan. Policy LU-P-21 allows for the "annexation and development of residential, commercial, regional retail, and industrial land to occur within the Urban Development Boundary (Tier II) consistent with the City's Land Use Diagram".
2. That the proposed Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02 its improvements and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development, an arterial street, and two collector streets.
3. That the site is physically suitable for the proposed tentative subdivision map. The Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02 is consistent with the intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes an arterial, collector, and private local street pattern that will serve the subject site and the future development of vacant parcels located to the south and west of the subject site.
4. That the site is physically suitable for the proposed tentative subdivision and tentative parcel maps and the project's density, which is consistent with the underlying Very Low Density Residential General Plan Land Use Designation. The proposed location and layout of the Barr & Wood Tentative Subdivision Map No. 5588, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 69.35-acre project site, which is the site of the proposed 136-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-21.
5. That the proposed Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 136-lot subdivision is designed to comply with the City's Engineering Improvement Standards for major streets. The development of the site with a

136-lot single-family residential subdivision will improve arterial and collector streets (South Roeben Street, West Whitendale Avenue, and South Shirk Road), and extend private local streets, infrastructure improvements, utilities, right-of-way improvements and a residential lot pattern consistent with existing residential development found in the area.

6. The proposed location of the tentative subdivision map is in accordance with the Visalia General Plan and the objectives of the Zoning and Subdivision Ordinances. The proposed location of the subdivision is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. Multiple General Plan policies identify the implementation of development standards to ensure that new single-family residential development will contribute to positive land use compatibility. The size of the property combined with the number of residential lots proposed is consistent and compatible with existing surrounding residential development.

   The proposed project will result in the creation of a new single-family residential development at a density of 1.96 units per acre, which is consistent with General Plan land use designation of Very Low Density Residential and the R-1-20 zoning designation that will be applied to the site when annexed into the city limits.

7. The Housing Accountability Act (GC section 66589.5) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards in effect at the time that the housing development project's application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact. There is no evidence that the project would cause quantifiable significant unavoidable impacts on public health and safety. The project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance, and development standards.

8. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

Conditional Use Permit No. 2022-06

1. That the proposed project, as conditioned, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:

   a. The proposed location of the conditional use is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The proposed modifications to the R-1-20 zone standards result in buildable lots, as conditioned, that will be fully functional without undue intrusion or conflict with adjacent residences, and which are consistent with the development pattern and residential density of the surrounding area. The 1.96 units per acre density range of the development is in keeping with the Very Low-Density Residential land use designation and assists in maximizing the lands usage. Setback and lot width reductions maintain typical residential standards, while providing additional area as usable open space, exceeding the requirements of Visalia Municipal Code Chapter 17.26 (Planned Development). Furthermore, private streets and

infrastructure to be installed shall maintain adequate circulation throughout the site, while supporting implementation of walking trail amenities.

b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity. The proposed tentative subdivision map will be compatible with adjacent residential land uses and will improve circulation in the area via improvements to adjacent arterial and collector streets. Potential impacts from the proximity of the Visalia Airport have been addressed via conditions of approval.

c. That the proposed project is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance The project specifically supports General Plan Land Use policies related to efficient land use absorption (Policy LU-P-21, LU-P-54).

3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18, is hereby adopted. Furthermore, the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

RECOMMENDED CONDITIONS

Annexation No. 2022-03

1. Upon annexation, the territory shall be zoned R-1-20 (Single Family Residential, 20,000 square foot minimum site area), consistent with the pre-zoning designated by the General Plan Land Use Map.
2. That the applicant(s) enter into a Pre-Annexation Agreement with the City which memorializes the required fees, policies, and other conditions applicable to the annexation. The draft Pre-Annexation Agreement is attached herein as Attachment “B” of Resolution No. 2022-18. The agreement is subject to final approval by the City Council of the City of Visalia.

Barr & Wood Tentative Subdivision Map No. 5588

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2020-193 incorporated herein by reference.
2. That the Barr & Wood Tentative Subdivision Map No. 5588 be prepared in substantial compliance with the subdivision map in Exhibit “A”.
3. That the Barr & Wood Tentative Subdivision Map No. 5588 shall contain lots averaging 15,139 square feet in size, ranging from 11,592 square feet to 25,592 square feet in size.
4. That setbacks for the Barr & Wood Tentative Subdivision Map No 5588 shall be as follows:

SETBACK STANDARDS					
	Front Yard	**Side Yard**	**Street Side Yard**	**Rear Yard**	**Street Side Yard (Garage)**
EXISTING R-1-20 SETBACKS	35	10	20	25	22
PROPOSED SETBACKS	30	5	10	25	22

5. That the minimum lot width for lots for the Barr & Wood Tentative Subdivision Map No. 5588 shall be 85 feet, as measured from a point midway between the front and rear lot lines.
6. That approval of the Barr & Wood Tentative Subdivision Map No. 5588 shall not become effective unless Annexation No. 2022-03, placing the project site within the corporate limits of

the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO), and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-03.

7. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
8. That the applicant shall consult with City of Visalia staff and comply with any requirements for adequate design and improvement of the West Whitendale Avenue and South Roeben Street intersection prior to recordation of the subdivision map.
9. Prior to recordation of the final map for the Barr & Wood Tentative Subdivision Map No. 5588, the proponent shall form a Homeowner's Association (HOA) for the administration and maintenance of all private streets, parks, common areas, and related private infrastructure, identified in Exhibit "A" as Lots A through N.
10. That the applicant shall comply with the Tulare County Comprehensive Airport Land Use Plan and noise requirements therein prior to issuance of a building permit for the tentative subdivision map.
11. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2022-18 are hereby incorporated as conditions of the Barr & Wood Tentative Subdivision Map No. 5588.
12. That the project be developed in substantial compliance with all improvements depicted and described in Exhibits "A" through "J".
13. That all applicable federal, state, regional, and city policies and ordinances be met.

Conditional Use Permit No. 2022-06

1. That the planned residential development be prepared in substantial compliance with Exhibit "A", which incorporates a total of 136 single-family residential units and related public and private infrastructure.
2. That the planned residential development be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2020-193 incorporated herein by reference.
3. That the project be developed in substantial compliance with all improvements depicted and described in Exhibits "A" through "J".
4. That Barr & Wood Tentative Subdivision Map No. 5588 shall be approved, and that requirements of the use permit which relate to this map shall be fulfilled.
5. That the timeline for the lapse of this Conditional Use Permit shall be tied to the timeline for the Barr & Wood Tentative Subdivision Map No. 5588.
6. That the Barr & Wood Tentative Subdivision Map No. 5588 shall contain lots averaging 15,139 square feet in size, ranging from 11,592 square feet to 25,592 square feet in size.
7. That setbacks for the Barr & Wood Tentative Subdivision Map No 5588 shall be as follows:

SETBACK STANDARDS					
	Front Yard	**Side Yard**	**Street Side Yard**	**Rear Yard**	**Street Side Yard (Garage)**
EXISTING R-1-20 SETBACKS	35	10	20	25	22

PROPOSED SETBACKS	30	5	10	25	22

8. That the minimum lot width for lots for the Barr & Wood Tentative Subdivision Map No. 5588 shall be 85 feet, as measured from a point midway between the front and rear lot lines.
9. Prior to recordation of the final map for the Barr & Wood Tentative Subdivision Map No. 5588, the proponent shall form a Homeowner's Association (HOA) for the administration and maintenance of all private streets, parks, common areas, and related private infrastructure, identified in Exhibit "A" as Lots A through N.
10. That the applicant shall comply with the Tulare County Comprehensive Airport Land Use Plan and noise requirements therein prior to issuance of a building permit for the tentative subdivision map.
11. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
12. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2022-18 are hereby incorporated as conditions of the Barr & Wood Tentative Subdivision Map No. 5588.
13. That all applicable federal, state, regional, and city policies and ordinances be met.

Tentative Parcel Map No. 2022-02

1. That the tentative parcel map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2020-193 incorporated herein by reference.
2. That Tentative Parcel Map No. 2022-02 be prepared in substantial compliance with Exhibit "C".
3. That approval of Tentative Parcel Map No. 2022-02 shall not become effective unless Annexation No. 2022-03, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO), and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-03.
4. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

Annexation

For the Annexation, the Planning Commission's recommendation is advisory only. The final decision will be by the Visalia City Council following a public hearing. Therefore, the Planning Commission's recommendation in this matter is not appealable.

Barr & Wood Tentative Subdivision Map No. 5588, Conditional Use Permit No. 2022-06, and Tentative Parcel Map No. 2022-02

According to the City of Visalia Subdivision Ordinance Section 16.28.080, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 North Santa Fe St., Visalia, CA. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the City's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2022-18 – Annexation No. 2022-03
  - Attachment “A” – Annexation Area
  - Attachment “B” – Annexation Agreement
- Resolution No. 2022-17 – Barr & Wood Tentative Subdivision Map No. 5588
- Resolution No. 2022-15 – Conditional Use Permit No. 2022-06
- Resolution No. 2022-16 – Tentative Parcel Map No. 2022-02
- Exhibit "A" – Barr & Wood Tentative Subdivision Map No. 5588
- Exhibit “B” – Annexation Area
- Exhibit “C” – Tentative Parcel Map No. 2022-02
- Exhibit “D” – Phasing Plan
- Exhibit “E” – Details/Fencing Plan
- Exhibit “F” – Building Elevations
- Exhibit “G” – Floor Plans
- Exhibit “H” – Project Narrative
- Exhibit “I” – Landscape Plan
- Exhibit “J” – Street Lighting Plan
- Initial Study / Mitigated Negative Declaration No. 2022-18
- San Joaquin Valley Air Pollution Control District (SJVAPCD) Comment Letter, June 21, 2023
- Site Plan Review Item No. 2020-193
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Map

RELATED PLANS AND POLICIES

General Plan and Zoning: The following General Plan and Zoning Ordinance policies apply to the proposed project:

General Plan Land Use Policies:

LU-P-21: Allow annexation and development of residential, commercial, regional retail, and industrial land to occur within the Urban Development Boundary (Tier II) and the Urban Growth Boundary (Tier III) consistent with the City's Land Use Diagram, according to the following phasing thresholds: • "Tier II": Tier II supports a target buildout population of approximately 178,000. The expansion criteria for land in Tier II is that land would only become available for development when building permits have been issued in Tier I at the following levels, starting from April 1, 2010:

Residential: after permits for 5,850 housing units have been issued.

LU-P-54: Update the Zoning Ordinance to reflect the Very Low Density Residential designation on the Land Use Diagram and create opportunities for residential dwellings at 0.1 to 2 units per gross acre, providing for single-family detached housing on large lots and a rural residential transition to surrounding agricultural areas.

Zoning Ordinance Chapter for R-1 Zone

Chapter 17.12

R-1 SINGLE-FAMILY RESIDENTIAL ZONE

17.12.010 Purpose and intent.

In the R-1 single-family residential zones (R-1-5, R-1-12.5, and R-1-20), the purpose and intent is to provide living area within the city where development is limited to low density concentrations of one-family dwellings where regulations are designed to accomplish the following: to promote and encourage a suitable environment for family life; to provide space for community facilities needed to compliment urban residential areas and for institutions that require a residential environment; to minimize traffic congestion and to avoid an overload of utilities designed to service only low density residential use.

17.12.015 Applicability.

The requirements in this chapter shall apply to all property within R-1 zone districts.

17.12.020 Permitted uses.

In the R-1 single-family residential zones, the following uses shall be permitted by right:

A. One-family dwellings;

B. Raising of fruit and nut trees, vegetables and horticultural specialties;

C. Accessory structures located on the same site with a permitted use including private garages and carports, one guest house, storehouses, garden structures, green houses, recreation room and hobby shops;

D. Swimming pools used solely by persons resident on the site and their guests; provided, that no swimming pool or accessory mechanical equipment shall be located in a required front yard or in a required side yard;

E. Temporary subdivision sales offices;

F. Licensed day care for a maximum of fourteen (14) children in addition to the residing family;

G. Twenty-four (24) hour residential care facilities or foster homes, for a maximum of six individuals in addition to the residing family;

H. Signs subject to the provisions of Chapter 17.48;

I. The keeping of household pets, subject to the definition of household pets set forth in Section 17.04.030;

J. Accessory dwelling units as specified in Sections 17.12.140 through 17.12.200;

K. Adult day care up to twelve (12) persons in addition to the residing family;

L. Other uses similar in nature and intensity as determined by the city planner;

M. Legally existing multiple family units, and expansion or reconstruction as provided in Section 17.12.070.

N. Transitional or supportive housing for six (6) or fewer resident/clients.

O. In the R-1-20 zone only, the breeding, hatching, raising and fattening of birds, rabbits, chinchillas, hamsters, other small animals and fowl, on a domestic noncommercial scale, provided that there shall not be less than one thousand (1,000) square feet of site area for each fowl or animal and provided that no structure housing poultry or small animals shall be closer than fifty (50) feet to any property line, closer than twenty-five (25) feet to any dwelling on the site, or closer than fifty (50) feet to any other dwelling;

P. In the R-1-20 zone only, the raising of livestock, except pigs of any kind, subject to the exception of not more than two cows, two horses, four sheep or four goats for each site, shall be permitted; provided, that there be no limitation on the number of livestock permitted on a site with an area of ten acres or more and provided that no stable be located closer than fifty (50) feet to any dwelling on the site or closer than one hundred (100) feet to any other dwelling;

17.12.030 Accessory uses.

In the R-1 single-family residential zone, the following accessory uses shall be permitted, subject to specified provisions:

A. Home occupations subject to the provisions of Section 17.32.030;

B. Accessory buildings subject to the provisions of Section 17.12.100(B).

C. Cottage Food Operations subject to the provisions of Health and Safety Code 113758 and Section 17.32.035.

17.12.040 Conditional uses.

In the R-1 single-family residential zone, the following conditional uses may be permitted in accordance with the provisions of Chapter 17.38:

A. Planned development subject to the provisions of Chapter 17.26;

B. Public and quasi-public uses of an educational or religious type including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools, licensed day care facilities for more than fourteen (14) children; churches, parsonages and other religious institutions;

C. Public and private charitable institutions, general hospitals, sanitariums, nursing and convalescent homes; not including specialized hospitals, sanitariums, or nursing, rest and convalescent homes including care for acute psychiatric, drug addiction or alcoholism cases;

D. Public uses of an administrative, recreational, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations, ambulance service and other public building, structures and facilities; public playgrounds, parks and community centers;

E. Electric distribution substations;

F. Gas regulator stations;

G. Public service pumping stations, i.e., community water service wells;

H. Communications equipment buildings;

I. Planned neighborhood commercial center subject to the provisions of Chapter 17.26;

J. Residential development specifically designed for senior housing;

K. Mobile home parks in conformance with Section 17.32.040;

L. [Reserved.] M. Residential developments utilizing private streets in which the net lot area (lot area not including street area) meets or exceeds the site area prescribed by this article and in which the private streets are designed and constructed to meet or exceed public street standards;

N. Adult day care in excess of twelve (12) persons;

O. Duplexes on corner lots;

P. Twenty-four (24) hour residential care facilities or foster homes for more than six individuals in addition to the residing family;

Q. Residential structures and accessory buildings totaling more than ten thousand (10,000) square feet;

R. Other uses similar in nature and intensity as determined by the city planner.

S. Transitional or supportive housing for seven (7) or more resident/clients.

17.12.050 Site area.

The minimum site area shall be as follows:

Zone	Minimum Site Area
R-1-5	5,000 square feet
R-1-12.5	12,500 square feet
R-1-20	20,000 square feet

A. Each site shall have not less than forty (40) feet of frontage on the public street. The minimum width shall be as follows:

Zone	Interior Lot	Corner Lot
R-1-5	50 feet	60 feet
R-1-12.5	90 feet	100 feet
R-1-20	100 feet	110 feet

B. Minimum width for corner lot on a side on cul-de-sac shall be eighty (80) feet, when there is no landscape lot between the corner lot and the right of way.

17.12.060 One dwelling unit per site.

In the R-1 single-family residential zone, not more than one dwelling unit shall be located on each site, with the exception to Section 17.12.020(J).

17.12.070 Replacement and expansion of legally existing multiple family units.

In accordance with Sections 17.12.020 legally existing multiple family units may be expanded or replaced if destroyed by fire or other disaster subject to the following criteria:

A. A site plan review permit as provided in Chapter 17.28 is required for all expansions or replacements.

B. Replacement/expansion of unit(s) shall be designed and constructed in an architectural style compatible with the existing single-family units in the neighborhood. Review of elevations for replacement/expansion shall occur through the site plan review process. Appeals to architectural requirements of the site plan review committee shall be subject to the appeals process set forth in Chapter 17.28.050.

C. Setbacks and related development standards shall be consistent with existing single-family units in the neighborhood.

D. Parking requirements set forth in Section 17.34.020 and landscaping requirements shall meet current city standards and shall apply to the entire site(s), not just the replacement unit(s) or expanded area, which may result in the reduction of the number of units on the site.

E. The number of multiple family units on the site shall not be increased.

F. All rights established under Sections 17.12.020and 17.12.070 shall be null and void one hundred eighty (180) days after the date that the unit(s) are destroyed (or rendered uninhabitable), unless a building permit has been obtained and diligent pursuit of construction has commenced. The approval of a site plan review permit does not constitute compliance with this requirement.

17.12.080 Front yard.

A. The minimum front yard shall be as follows:

Zone	Minimum Front Yard
R-1-5	Fifteen (15) feet for living space and side-loading garages and twenty-two (22) feet for front-loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cochere. A Porte Cochere with less than twenty-two (22) feet of setback from property line shall not be counted as covered parking, and garages on such sites shall not be the subject of a garage conversion.
R-1-12.5	Thirty (30) feet
R-1-20	Thirty-five (35) feet

B. On a site situated between sites improved with buildings, the minimum front yard may be the average depth of the front yards on the improved site adjoining the side lines of the site but need not exceed the minimum front yard specified above.

C. On cul-de-sac and knuckle lots with a front lot line of which all or a portion is curvilinear, the front yard setback shall be no less than fifteen (15) feet for living space and side-loading garages and twenty (20) feet for front-loading garages.

17.12.090 Side yards.

A. The minimum side yard shall be five feet in the R-1-5 and R-1-12.5 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than ten feet and twenty-two (22) feet for front loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cocheres.

B. The minimum side yard shall be ten feet in the R-1-20 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than twenty (20) feet.

C. On a reversed corner lot the side yard adjoining the street shall be not less than ten feet.

D. On corner lots, all front-loading garage doors shall be a minimum of twenty-two (22) feet from the nearest public improvement or sidewalk.

E. Side yard requirements may be zero feet on one side of a lot if two or more consecutive lots are approved for a zero lot line development by the site plan review committee.

F. The placement of any mechanical equipment, including but not limited to, pool/spa equipment and evaporative coolers shall not be permitted in the five-foot side yard within the buildable area of the lot, or within five feet of rear/side property lines that are adjacent to the required side yard on adjoining lots. This provision shall not apply to street side yards on corner lots, nor shall it prohibit the surface mounting of utility meters and/or the placement of fixtures and utility lines as approved by the building and planning divisions.

17.12.100 Rear yard.

In the R-1 single-family residential zones, the minimum yard shall be twenty-five (25) feet, subject to the following exceptions:

A. On a corner or reverse corner lot the rear yard shall be twenty-five (25) feet on the narrow side or twenty (20) feet on the long side of the lot. The decision as to whether the short side or long side is used as the rear yard area shall be left to the applicant's discretion as long as a minimum area of one thousand five hundred (1,500) square feet of usable rear yard area is maintained. The remaining side yard to be a minimum of five feet.

B. Accessory structures not exceeding twelve (12) feet may be located in the required rear yard but not closer than three feet to any lot line provided that not more than twenty (20) percent of the area of the required rear yard shall be covered by structures enclosed on more than one side and not more than forty (40) percent may be covered by structures enclosed on only one side. On a reverse corner lot an accessory structure shall not be located closer to the rear property line than the required side yard on the adjoining key lot. An accessory structure shall not be closer to a side property line adjoining key lot and not closer to a side property line adjoining the street than the required front yard on the adjoining key lot.

C. Main structures may encroach up to five feet into a required rear yard area provided that such encroachment does not exceed one story and that a usable, open, rear yard area of at least one thousand five hundred (1,500) square feet shall be maintained. Such encroachment and rear yard area shall be approved by the city planner prior to issuing building permits.

17.12.110 Height of structures.

In the R-1 single-family residential zone, the maximum height of a permitted use shall be thirty-five (35) feet, with the exception of structures specified in Section 17.12.100(B).

17.12.120 Off-street parking.

In the R-1 single-family residential zone, subject to the provisions of Chapter 17.34.

17.12.130 Fences, walls and hedges.

In the R-1 single-family residential zone, fences, walls and hedges are subject to the provisions of Section 17.36.030.

17.12.135 Lot area less than 5,000 square feet.

A. Notwithstanding Section 17.12.050, lots in the R-1-5 zone may have a lot area of between 3,600 and 4,999 square feet if all of the following standards are met:

1. The Planning Commission finds that the development's overall density is consistent with the General Plan.

2. The maximum number of lots less than 5,000 square feet that may be approved by a tentative subdivision map shall be fifty (50) percent or less of the total lots.

3. Streets shall be constructed to public street standards.

4. Each subdivision with at least 15 lots that are less than 5,000 square feet in size shall make available to buyers at least three (3) different small lot floor plans with at least four (4) available elevation designs for each floor plan to construct on those lots.

5. The primary frontage of the dwelling unit shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provide delineated paths of travel.

6. The primary frontage of the dwelling unit shall include the primary entrance and at least one window.

7. Required covered parking spaces shall be in garages. Carports are prohibited.

8. The width of the garage shall not be greater than fifty (50) percent of the width of the dwelling unit.

9. The garage shall not extend beyond the front building facade (living area.)

10. All dwelling units shall include a covered front porch at least four (4) feet deep and six (6) feet wide or an uncovered front courtyard at least five (5) feet wide and five (5) feet deep that is surrounded on four sides by the dwelling unit or a wall or fence between three (3) and four (4) feet high with a pedestrian gate or entryway.

11. The building official shall not approve a building permit for a new dwelling unit on a lot with a lot area less than 5,000 square feet until the city planner, or designee, has determined that the standards identified in this section are met.

12. The subdivision shall provide a common, usable open space area of a minimum 3,000 square feet or two hundred fifty (250) square feet per lot under 5,000 square feet, whichever is greater. The area shall be landscaped and maintained with funding from either a homeowner's association or a landscape and lighting act district.

B. Notwithstanding this Chapter, lots with less than five thousand (5,000) square feet shall have the following minimum dimensions and building setback areas, unless they were approved with a planned development permit:

1. The minimum lot depth shall be seventy (70) feet.

2. The minimum lot width shall be forty-six (46) feet for interior lots and fifty-one (51) feet for corner lots.

3. The minimum front building setback area shall be twelve (12) feet for livable space and twenty (20) feet for garages.

4. The minimum rear yard building setback area shall be fifteen (15) feet.

5. The minimum interior side yard building setback area shall be five (5) feet.

6. The minimum corner side yard building setback area shall be ten (10) feet.

7. The maximum building height shall be thirty-five (35) feet.

8. Lots shall provide for a usable open space area of a minimum three hundred (300) square feet. The open space shall be a minimum fifteen (15) feet wide.

C. Lots less having a lot area of 3,600 square feet, or lots that do not meet the standards in this section may be approved through the planned development permit process per Chapter 17.26. (Ord. 2017-01 (part), 2017)

RESOLUTION NO. 2022-18

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF VISALIA RECOMMENDING APPROVAL OF ANNEXATION NO. 2022-03 AND DETACHMENT OF PROPERTY FROM COUNTY SERVICE AREA NO. 1, PERTAINING TO ONE PARCEL TOTALING 69.35-ACRES INTO THE CITY LIMITS OF VISALIA. UPON ANNEXATION, THE SITE SHALL BE ZONED R-1-2 (SINGLE-FAMILY RESIDENTIAL, 20,000 SQUARE FOOT MINIMUM), WHICH IS CONSISTENT WITH THE GENERAL PLAN LAND USE DESIGNATION OF VERY LOW DENSITY RESIDENTIAL. THE PROJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF SOUTH ROEBEN STREET AND WEST WHITENDALE AVENUE (APN: 119-022-041).

WHEREAS, the project proponents approve to initiate proceedings for annexation to said city of territory described on the attached legal description and annexation map included as Attachment “A” of this resolution; and

WHEREAS, the Planning Commission of the City of Visalia, after a duly published notice, did hold a public hearing on June 26, 2023, and

WHEREAS, the proponent desires to annex said territory to the City of Visalia for the following reasons: 1) The annexation will contribute to and facilitate orderly growth and development of both the City and the territory proposed to be annexed; 2) The annexation will facilitate and contribute to the proper and orderly layout, design and construction of streets, gutters, sanitary and storm sewers and drainage facilities, both within the City and within the territory proposed to be annexed; and 3) The annexation will provide and facilitate proper overall planning and zoning of lands and subdivision of lands in said City and said territory in a manner most conducive of the welfare of said City and said territory; and

WHEREAS, this proposal is made pursuant to the Cortese-Knox-Hertzburg Local Government Reorganization Act of 2000, commencing with Section 56000 of the Government Code of the State of California; and

WHEREAS, the territory proposed to be annexed is uninhabited; and

WHEREAS, the territory proposed to be annexed is located in Voting District 3 as identified in the Election District Map adopted by the City Council on February 22, 2022, per Resolution No. 2022-11; and

WHEREAS, the Planning Commission reviewed this proposal on June 26, 2023, and found it to be consistent with the General Plan; and

WHEREAS, an Initial Study was prepared which disclosed that environmental impacts are determined to be less than significant with the incorporation of mitigation to address significant impacts; and

WHEREAS, the Planning Commission hereby makes the following findings with regard to the project:

1. That the Annexation is consistent with the intent of the General Plan and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed Annexation, which will re-designate 69.35-acres of AE-20 (Agricultural Exclusive 20-acre) County zone district to an R-1-20 (Single-Family Residential, 20,000 square foot minimum site area) City zone district and will not impose new land uses or development that will adversely affect the subject site or adjacent properties.
3. That the parcel is not located within an Agricultural Preserve.
4. That the parcel will be annexed into Voting District 3 per the Council Election Voting District Map.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2022-18, is hereby adopted. Furthermore, the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council adopt Mitigated Negative Declaration No. 2022-18 prepared for Annexation No. 2022-03, Barr & Wood Tentative Subdivision Map No. 5588, Tentative Parcel Map No. 2022-02, and Conditional Use Permit No. 2022-06 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends approval to the City Council of the Annexation described herein, subject to the following conditions:

1. Upon annexation, the territory shall be zoned R-1-20 (Single Family Residential, 20,000 square foot minimum site area), consistent with the pre-zoning designated by the General Plan Land Use Map.
2. That the applicant(s) enter into a Pre-Annexation Agreement with the City which memorializes the required fees, policies, and other conditions applicable to the annexation. The draft Pre-Annexation Agreement is attached herein as Attachment “B” of Resolution No. 2022-18. The agreement is subject to final approval by the City Council of the City of Visalia.

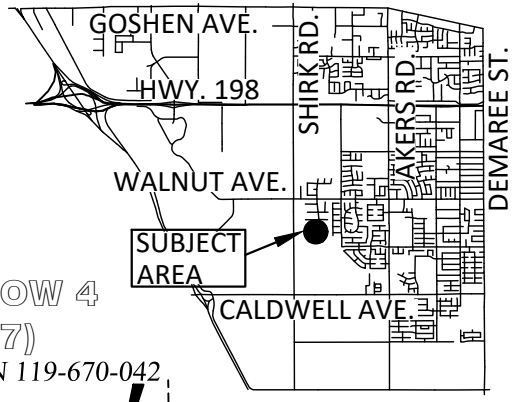
ANNEXATION NO. 2022-___

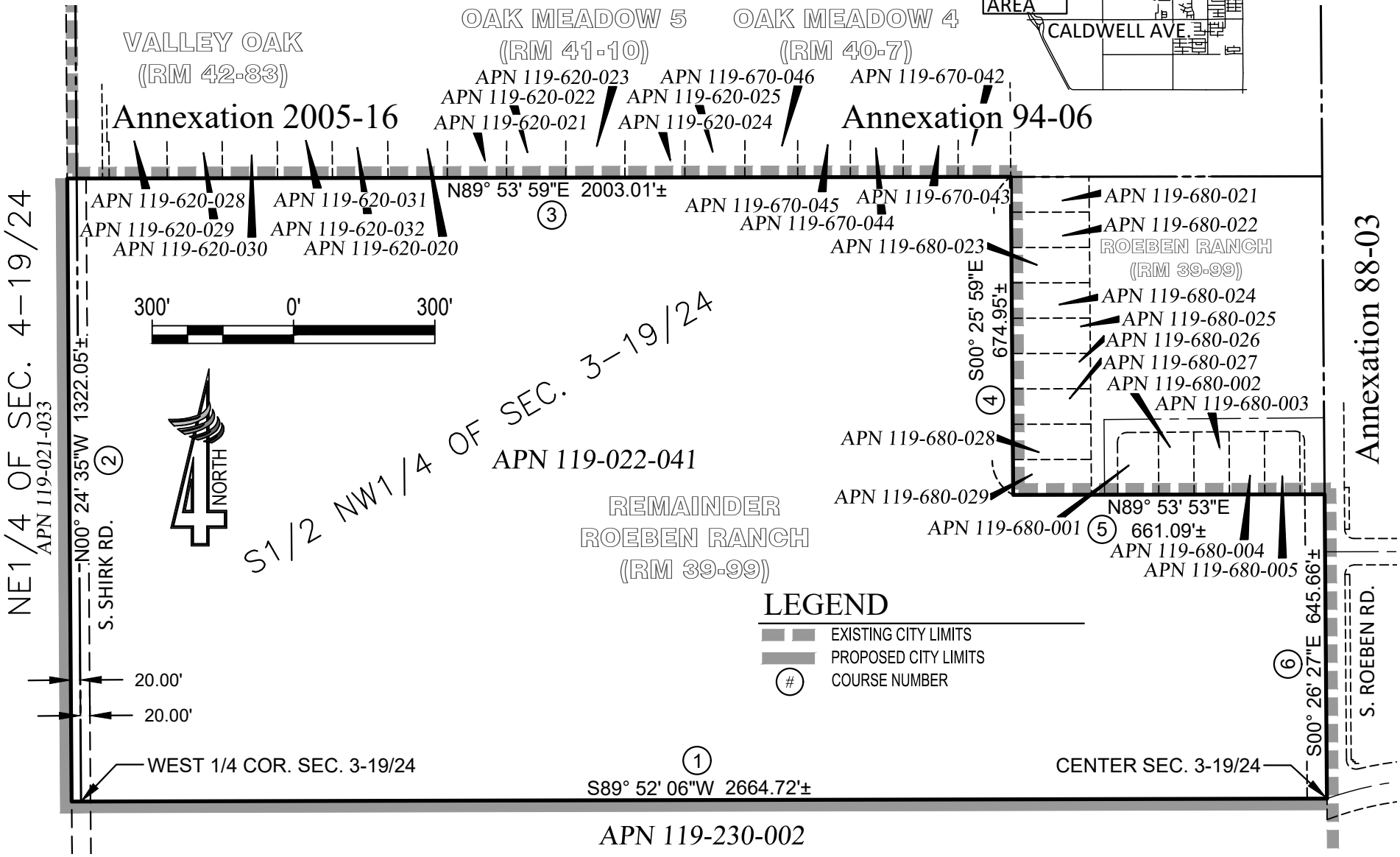
A PORTION OF THE NORTHEAST 1/4 OF SECTION 4-19/24, MDB&M AND
A PORTION OF THE NORTHWEST 1/4 OF SECTION 3-19/24, MDB&M

SITE DATA

APN: 119-021-033, 119-022-041
AREA: 70.6 AC. ±

VICINITY MAP





Pre-Annexation Agreement

This Pre-Annexation Agreement ("Agreement") is made and entered into this _____ day of _____, by and among the City of Visalia, a charter law city ("City') and
_____
_____
_____
_____
(hereinafter "Owners"):

RECITALS

WHEREAS, Owners are the record owners of a portion of property, currently located in the unincorporated area of the County of Tulare, legally described in Exhibit A and depicted in Exhibit B, which are attached hereto and incorporated herein by reference (hereinafter referred to as the "Property"); and

WHEREAS, the Property is adjacent to and contiguous to the existing corporate boundary of the City, but is not situated within the limits of any municipality; and

WHEREAS, Owners desires to have the Property annexed to the City and to have the Property zoned as R-1-20 (Single Family Residential, 20,000 square foot minimum site area), which would permit the Property to be used for Ver Low Density Residential use; and

WHEREAS, the Property consists of approximately 69.35 acres, and no electors reside thereon; and

WHEREAS, proper applications have been filed with the City for approval of the annexation, tentative subdivision map, tentative parcel map, and conditional uses as may be required for the Property; and

WHEREAS, the City has, by a resolution requesting initiation of proceedings to annex territory ("Resolution") adopted on _____, initiated proceedings to annex the Property; and

WHEREAS, finding adoption of Resolution No. _____ initiating annexation requires entry into this Annexation Agreement prior to the City submitting an application to the Local Area Formation Commission to commence the proposed annexation; and

WHEREAS, Owners acknowledges that during the term of this Agreement the Property will be subject to all ordinances, resolutions, and other regulations of the City, as they may be amended from time to time, as well as state and federal statutes and regulations, as they may be amended.

WHEREAS, the City is authorized by its police powers to protect the health, safety and welfare of the community, and is entering into this Agreement and executing such authority for said purpose; and

WHEREAS, nothing contained in this Agreement shall constitute a waiver of the City's legislative, governmental, or police powers to promote and protect the health, safety and welfare of the City and its inhabitants, nor shall this Agreement prohibit the enactment or increase by town of any tax, fee, or charge.

NOW, THEREFORE, in consideration of the above Recitals and the following Covenants, it is agreed by and between the parties as follows:

I. AGREEMENT

A. Parties. The parties to this Agreement are the City and Owners.

B. Incorporation of Recitals. The parties confirm and incorporate the foregoing Recitals into this Agreement.

C. Purpose/Limits of Agreement. A specific purpose of this Agreement is to set forth specific terms and conditions of annexation of the Property to City.

II. TERMS AND CONDITIONS OF ANNEXATION; PURPOSE OF AGREEMENT

Generally, each party to this Agreement is benefited and burdened by detachment from the County and annexation to the City. Owners will obtain a variety of services from City and City will obtain additional tax revenues. City has adopted ordinances, regulations, and policies concerning design, improvement, construction, development and use of property within the City. Nothing contained in this Agreement shall constitute a waiver of City's legislative, governmental, or police powers to promote and protect the health, safety, and welfare of City and its inhabitants, nor shall this Agreement prohibit the enactment or increase by City of any tax or fee. The purpose of this Agreement is to spell out additional conditions to which Owners will be subject following annexation and prior to development within the City due to the burden placed on City by Owners desired annexation:

A. Water Acquisition Policy: Although City's current water service provider, California Water Service, continues to issue will-serve letters, City's Council is aware of the steadily decreasing level of water in the City's underground water aquifers and has determined that increasing development is contributing to this serious problem. Therefore, City's Council has studied the issue and investigated possible solutions in order that it may continue to assure citizens that there will be water available to serve the community's needs. City's Council is actively engaged in water replenishment activities with the Kaweah Delta Water

Conservation District and it has adopted a policy, as set forth in Chapter 16.54 of the Visalia Municipal Code, which requires annexation applicants to convey title to water rights to City upon annexation and/or to pay a fee to City (pursuant to an adopted fee schedule) so that City may acquire water for groundwater replenishment and storage in order to serve new development that comes with annexation, including development of the Property (the "Water Acquisition Policy"). Therefore, Owners agrees that, at the time that LAFCO issues a Certificate of Completion finalizing the annexation (and upon the running of all applicable statutes of limitation related thereto), Owners will comply with the Water Acquisition Policy by entering into an agreement with City to either (i) convey to City those water rights vested in the Property, if any, (ii) agree to pay City a fee in lieu thereof, (iii) agree to some combination of an in lieu fee payment and water right conveyance, or (iv) to comply by any other method allowed by the Water Acquisition Policy, provided that such agreement includes a condition precedent requiring City's water supplier to agree to serve the Property with potable water in amount sufficient to meet Owners reasonably anticipated total water demand for the Property, as determined by a valid water supply assessment prepared pursuant to California Water Code § 10910 *et seq*. No post-annexation permit or entitlement approvals concerning the Property will be issued by City unless and until Owners comply with the Water Acquisition Policy in a manner consistent with this subsection II(A). Owners agree that it shall identify all water rights which, to the best of Owners knowledge, have been used by Owners or its agents in connection with the Property, regardless of whether they are considered "vested" in the Property, and shall comply with the Water Acquisition Policy by entering into an agreement with City to convey such rights, if any, to City. City shall cooperate with Owners in valuing such water rights for the purposes of determining the amount of offset to be applied against the in lieu fee as required pursuant of the Water Acquisition Policy. Owners further agrees that City shall have first right of refusal in acquiring upon mutually acceptable terms any water rights that Owners own that may be in addition to those required to meet Owners obligations under the Water Acquisition Policy. City agrees that water rights need not be conveyed and in lieu fees shall not be made payable until City's issuance of a building permit covering the Property and, in the event Owners apply to City for its approval of multiple building permits covering the Property, City agrees such water rights conveyance or fee payment obligation shall be allocated on a pro rata basis to each phase of development covered by each building permit, with conveyance of water rights or payment to be made on a per building permit basis upon City's issuance of each building permit covering the Property.

B. General Plan Maintenance Fee: On June 21, 2004, the City adopted (by Resolution 2004-63, as corrected) a General Plan Maintenance Fee. Owners agree that, at the time LAFCO issues a Certificate of Completion finalizing the annexation (and upon the running of all applicable statutes of limitation related thereto), Owners will enter into an agreement with City to pay the General Plan Maintenance Fee in an amount equal to

$427 per acre and no post-annexation permit or entitlement approvals concerning the Property will be issued unless and until said agreement is executed. City agrees that such fee shall not be made payable until City's issuance of one or more building permits covering the Property and, in the event Owners apply to City for its approval of multiple building permits covering the Property, City agrees such fee payment obligation shall be allocated on a pro rata basis to each phase of development covered by each building permit, with payment to be made on a per building permit basis upon City's issuance of each building permit covering the Property. Owners satisfaction of its obligations under this Section II(B) will satisfy any and all of Owners obligations related to and arising under the General Plan Maintenance Fee.

C. Plan For Providing Services. The parties agree to cooperate in, and to take such actions as may be necessary to ensure, the diligent preparation of a Plan For Providing Services to the Property, to be submitted to LAFCO along with City's annexation application, in accordance with Cortese-Knox-Hertzberg Act requirements.

Developer understands and agrees that building permits and other entitlements for development on the Property will not be issued unless and until each and every condition herein is met.

III. TERM

The term of this Agreement shall become effective when fully executed by the parties hereto (the "Effective Date") and continue for a period of twenty (20) years. This Agreement shall terminate if (a) the annexation proceedings are terminated for any reason; or (b) the completion of the annexation (recordation of a Certificate of Completion) does not occur on or before one (1) year from the Effective Date. Any indemnification provision included herewith shall survive termination and continue until expiration of the statute of limitations applicable to the subject matter thereof.

IV. DEFAULT, REMEDIES AND ENFORCEMENT

In the event of breach or default of any term, condition, covenant or obligation of this Agreement by either party, the other party may exercise any rights available at law or in equity, including an action for specific performance or other injunctive relief, and all such remedies shall be cumulative. This Agreement shall be enforceable, unless lawfully terminated or cancelled, by any party to the Agreement or any party's successor in interest, notwithstanding any subsequent changes in any applicable law adopted by the City which alters or amends the laws, ordinances, resolutions, rules or policies frozen by this Agreement.

V. INDEMNIFICATION

Owners agree to indemnify and hold harmless City and the City's officers, employees, agents, and contractors, from and against all liability, claims,

causes of actions, and demands, including attorney's fees and court costs, which arise out of or are in any manner connected with this Agreement or its operation, or with any other action annexation or other action determined necessary or desirable by the City in order to effectuate the annexation of Owners property, or which are in any manner connected with the City's enforcement of this Agreement. Owners further agree to investigate, handle, respond to, and to provide defense for and defend against or at the City's option to pay the attorney's fees and court costs, which arise out of or are in any manner connected with this Agreement or its operation.

VI. MISCELLANEOUS

a. Binding Effect/Covenants to Run With Land. The Parties hereto agree to be bound by this Agreement. This Agreement shall be binding upon and shall inure to the benefit of the heirs, transferees, successors and assigns of the parties hereto. The terms and conditions stated herein shall constitute covenants running with the land.

b. Assignment. Neither party shall assign, delegate or transfer their rights and duties in this Agreement without the written consent of the other party.

c. Authorized Signatory. The individuals executing this Agreement, by their signature hereto, declare that they are authorized to, and have the legal power, right and actual authority to bind the party to the terms and conditions of this Agreement.

d. Notices. All notices under this Agreement shall be effective upon personal delivery to City, or Owners, as the case may be, three (3) business days after deposit in the United States Mail, postage fully prepaid, addressed to the respective parties as follows:

To the City:
City Manager
City of Visalia
220 N. Santa Fe Street
Visalia, CA 93291

With Copy to:
Kenneth J. Richardson
City Attorney
Peltzer & Richardson
3746 West Mineral King
Visalia, CA 93291

To Owners:
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Or such other address as the parties may from time to time designate by giving notice as required hereunder.

e. Entire Agreement. This Agreement represents the entire agreement between the City and Owners as to its subject matter and no prior oral or written understanding shall be of any force or affect.

f. Amendment. No part of this Agreement may be modified without the written consent of both parties.

g. Headings. Section headings are provided for organizational purposes only and do not in any manner affect the scope, meaning, or intent of the provisions under the heading.

h. No Third Party Beneficiaries Intended. Except as provided herein, the parties of this Agreement do not intend to provide any other party with any benefit or enforceable legal or equitable right or remedy.

i. Exhibits and Recitals. The recitals and any exhibits to this Agreement are fully incorporated by reference and are integral parts of this Agreement.

j. Conflict With Laws or Regulations/Severability. This Agreement is subject to all applicable laws and regulations. If any provision(s) of this Agreement is found by any court or other legal authority, or is agreed by the parties, to be in conflict with any code or regulation governing this subject, the conflicting provision(s) shall be considered null and void. If the effect of nullifying any conflicting provision is such that a material benefit of the Agreement to either party is lost, the Agreement may be terminated at the option of the effected party. In all other cases, the remainder of the Agreement shall continue in full force and effect.

k. Waiver. A waiver of any breech of this Agreement by any party shall not constitute a continuing waiver or a waiver of any subsequent breech of the same or any other provision of this Agreement.

l. Choice of Law - Venue. This Agreement shall be governed by the laws of the State of California and any questions arising hereunder shall be

construed or determined according to such law. Venue for any legal action arising from or in connection with this Agreement or the Property shall be in Tulare County, California.

m. Attorneys Fees. In the event either party commences any action, arbitration or legal proceedings for the enforcement of this Agreement, the prevailing party, as determined by the court or arbitrator, shall be entitled to recovery of its reasonable fees and costs, including attorneys fees, court costs and arbitration costs incurred in the action brought thereon.

n. No Agency, Joint Venture or Partnership. It is understood that this Agreement is a contract that has been negotiated and voluntarily entered into by City and Owners and that Owners are not an agent of City. City and Owners hereby renounce the existence of any form of joint venture or partnership between them, and agree that nothing contained herein or in any document executed in connection therewith shall be construed as making City and Owners joint venturers or partners.

o. Excusable Delays; Extension of Time of Performance. In the event of delays due to strikes, inability to obtain materials, civil commotion, fire, war, terrorism, lockouts, third-party litigation or other legal challenges regarding the annexation, riots, floods, earthquakes, epidemic, quarantine, freight embargoes, failure of contractors to perform, or other circumstances beyond the reasonable control of the parties and which cause substantially interferes with the ability of either party to perform its obligations under this Agreement, then the time for performance of any such obligation shall be extended for such period of time as the cause of such delay shall exist but in any event not longer than for such period of time.

p. Further Assurances. The parties will execute and deliver, upon demand by the other party, such further documents, instruments and conveyances, and shall take such further actions as such other party may request from time to time to document the transactions set forth herein.

q. Recordation of Agreement; Counterparts. This Agreement, or an abstract of its material terms and conditions shall be recorded by either party in the Official Records of the Tulare County Recorder. This Agreement may be executed in counterparts and, when all counterparts are combined, shall constitute a single agreement.

r. Future Development Impact Fees. The Owners hereby acknowledge that the City may, from time to time, adopt additional development impact fees at some time in the future after annexation of the Property. The Owners hereby agree that, in the event that the City adopts an ordinance imposing a development impact fee, in accordance with applicable legal requirements, prior to issuance of a vesting project approval for development of any portion of the Property, Owners will be subject to the

requirements of such citywide development impact fee program to the extent applicable at the time Owners seek a vesting project approval for a project on the Property. This provision is not intended to retroactively subject the Property to additional annexation-related fees that may be adopted in the future.

s. Prezoning. City agrees to promptly process and, after City completes and adopts its environmental review, consider Owners application to prezone the Property, as required by the Cortese-Knox-Hertzberg Act's prezoning requirements. The Single Family Residential, 20,000 square foot minimum lot size (R-1-20) zoning designation is the adopted prezoning for the Property, in accordance with Visalia Municipal Code Chapter 17.12 and Section 17.06.050(A), which section states that all territory which is annexed into the City shall be classified to the zone as indicated on the Visalia General Plan land use map, as adopted by the City (the "Prezoning"). The Single Family Residential, 20,000 square foot minimum lot size zoning designation permits residential land uses, as specified by the City of Visalia Municipal Code. Upon execution of this Agreement, City shall use its best efforts to (i) promptly complete its environmental review of the Project and consider its adoption thereof, and (ii) complete its preparation of the proposed prezoning contemplated by this subsection II(E) and consider its approval thereof. If City approves the prezoning contemplated by this subsection II(E), the terms and conditions of such prezoning shall be included in City's application to LAFCO for the annexation of the Property to City, which application shall promptly be submitted to LAFCO by City.

t. Development Impact Fees: The Owners shall pay all applicable development impact fees for any subsequent development on the Property at the time that building permits are issued, or prior to issuance of final occupancy, if applicable, at the discretion of the Community Development Director, or as may be required by ordinance. A list and amount of development impact fees can be located in the City's current version of the Development Fee Schedule.

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IN WITNESS WHEREOF, the parties have executed this Agreement on the date set forth next to their signature.

CITY

Date: _____ By: _____
Leslie Caviglia, City Manager

Attest:

Date: _____ By: _____
Michelle Nicholson, City Clerk

Approved as to Form:

Date: _____ By: _____
Kenneth J. Richardson, City Attorney

OWNERS

Date: _____ By: _____
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Date: _____ By: _____
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RESOLUTION NO 2022-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE SUBDIVISION MAP NO. 5588, A REQUEST TO SUBDIVIDE 69.35 ACRES INTO A 136-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION. THE 69.35 ACRES ARE PROPOSED TO BE ZONED R-1-20 (SINGLE-FAMILY RESIDENTIAL, 20,000 SQUARE FOOT MINIMUM LOT SIZE) UPON ANNEXATION INTO THE CITY OF VISALIA. THE PROJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF SOUTH ROEBEN STREET AND WEST WHITENDALE AVENUE (APN: 119-022-041).

WHEREAS, Barr & Wood Tentative Subdivision Map No. 5588 is a request to subdivide 69.35 acres into a 136-lot single-family residential subdivision. The project is pre-zoned R-1-20 (Single Family Residential, 20,000 square foot minimum site area) and is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, held a public hearing before said Commission on June 26, 2023; and

WHEREAS, the Planning Commission of the City of Visalia finds the Barr & Wood Tentative Subdivision Map No. 5588 in accordance with Chapter 16.16 of the Subdivision Ordinance of the City of Visalia, based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared which disclosed that environmental impacts are determined to be less than significant with the incorporation of mitigation to address significant impacts; and

NOW, THEREFORE, BE IT RESOLVED that Mitigated Negative Declaration No. 2022-18 was prepared for Annexation No. 2022-03, Barr & Wood Tentative Subdivision Map No. 5588, Tentative Parcel Map No. 2022-02, and Conditional Use Permit No. 2022-06 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed location and layout of the Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02, their improvements and design, and the conditions under which they will be maintained are consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 69.35-acre project site, which is the site of the proposed 136-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-21 of the General Plan. Policy LU-P-21 allows for the “annexation and development of residential, commercial,

regional retail, and industrial land to occur within the Urban Development Boundary (Tier II) consistent with the City's Land Use Diagram".

2. That the proposed Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02 its improvements and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development, an arterial street, and two collector streets.

3. That the site is physically suitable for the proposed tentative subdivision map. The Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02 is consistent with the intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes an arterial, collector, and private local street pattern that will serve the subject site and the future development of vacant parcels located to the south and west of the subject site.

4. That the site is physically suitable for the proposed tentative subdivision and tentative parcel maps and the project's density, which is consistent with the underlying Very Low Density Residential General Plan Land Use Designation. The proposed location and layout of the Barr & Wood Tentative Subdivision Map No. 5588, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 69.35-acre project site, which is the site of the proposed 136-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-21.

5. That the proposed Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 136-lot subdivision is designed to comply with the City's Engineering Improvement Standards for major streets. The development of the site with a 136-lot single-family residential subdivision will improve arterial and collector streets (South Roeben Street, West Whitendale Avenue, and South Shirk Road), and extend private local streets, infrastructure improvements, utilities, right-of-way improvements and a residential lot pattern consistent with existing residential development found in the area.

6. The proposed location of the tentative subdivision map is in accordance with the Visalia General Plan and the objectives of the Zoning and Subdivision Ordinances. The proposed location of the subdivision is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. Multiple General Plan policies identify the implementation of development standards to ensure that new single-family residential development will contribute to positive land use compatibility. The size of the property combined with the number of residential lots proposed is consistent and compatible with existing surrounding residential development.

The proposed project will result in the creation of a new single-family residential development at a density of 1.96 units per acre, which is consistent with General Plan land use designation of Very Low Density Residential and the R-1-20 zoning designation that will be applied to the site when annexed into the city limits.

7. The Housing Accountability Act (GC section 66589.5) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards in effect at the time that the housing development project's application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact. There is no evidence that the project would cause quantifiable significant unavoidable impacts on public health and safety. The project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance, and development standards.
8. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2022-18 is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the tentative subdivision map on the real property herein above described in accordance with the terms of this resolution under the provisions of Section 16.16.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2020-193 incorporated herein by reference.
2. That the Barr & Wood Tentative Subdivision Map No. 5588 be prepared in substantial compliance with the subdivision map in Exhibit "A".
3. That the Barr & Wood Tentative Subdivision Map No. 5588 shall contain lots averaging 15,139 square feet in size, ranging from 11,592 square feet to 25,592 square feet in size.
4. That setbacks for the Barr & Wood Tentative Subdivision Map No 5588 shall be as follows:

SETBACK STANDARDS					
	Front Yard	**Side Yard**	**Street Side Yard**	**Rear Yard**	**Street Side Yard (Garage)**
EXISTING R-1-20 SETBACKS	35	10	20	25	22
PROPOSED SETBACKS	30	5	10	25	22

5. That the minimum lot width for lots for the Barr & Wood Tentative Subdivision Map No. 5588 shall be 85 feet, as measured from a point midway between the front and rear lot lines.
6. That approval of the Barr & Wood Tentative Subdivision Map No. 5588 shall not become effective unless Annexation No. 2022-03, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO), and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-03.
7. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
8. That the applicant shall consult with City of Visalia staff and comply with any requirements for adequate design and improvement of the West Whitendale Avenue and South Roeben Street intersection prior to recordation of the subdivision map.
9. Prior to recordation of the final map for the Barr & Wood Tentative Subdivision Map No. 5588, the proponent shall form a Homeowner's Association (HOA) for the administration and maintenance of all private streets, parks, common areas, and related private infrastructure, identified in Exhibit "A" as Lots A through N.
10. That the applicant shall comply with the Tulare County Comprehensive Airport Land Use Plan and noise requirements therein prior to issuance of a building permit for the tentative subdivision map.
11. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2022-18 are hereby incorporated as conditions of the Barr & Wood Tentative Subdivision Map No. 5588.
12. That the project be developed in substantial compliance with all improvements depicted and described in Exhibits "A" through "J".
13. That all applicable federal, state, regional, and city policies and ordinances be met.

RESOLUTION NO. 2022-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2022-06: A REQUEST BY WOODSIDE HOMES TO ALLOW A PLANNED UNIT DEVELOPMENT ON A 69.35-ACRE PARCEL CONSISTING OF 136 SINGLE-FAMILY RESIDENTIAL LOTS, PRIVATE STREETS, TWO GATED ENTRIES, LANDSCAPING AND LIGHTING DISTRICT LOTS, AND A POCKET PARK, TO BE LOCATED WITHIN THE R-1-20 (SINGLE-FAMILY RESIDENTIAL, MINIMUM 20,000 SQUARE FOOT LOT SIZE) ZONE. THE PROJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF SOUTH ROEBEN STREET AND WEST WHITENDALE AVENUE (APN: 119-022-041).

WHEREAS, Conditional Use Permit No. 2022-06 is a request by Woodside Homes to allow a planned unit development on a 69.35-acre parcel consisting of 136 single-family residential lots, private streets, two gated entries, landscaping and lighting district lots, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone. The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on June 26, 2023; and,

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2022-06, as conditioned, to be in accordance with Chapter 17.26.10 of the Zoning Ordinance of the City of Visalia, based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, an Initial Study was prepared, which disclosed that environmental impacts are determined to be less than significant with the incorporation of mitigation to address significant impacts; and

NOW, THEREFORE, BE IT RESOLVED that Mitigated Negative Declaration No. 2022-18 was prepared for Annexation No. 2022-03, Barr & Wood Tentative Subdivision Map No. 5588, Tentative Parcel Map No. 2022-02, and Conditional Use Permit No. 2022-06 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed project, as conditioned, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the

site is located. The proposed modifications to the R-1-20 zone standards result in buildable lots, as conditioned, that will be fully functional without undue intrusion or conflict with adjacent residences, and which are consistent with the development pattern and residential density of the surrounding area. The 1.96 units per acre density range of the development is in keeping with the Very Low-Density Residential land use designation and assists in maximizing the lands usage. Setback and lot width reductions maintain typical residential standards, while providing additional area as usable open space, exceeding the requirements of Visalia Municipal Code Chapter 17.26 (Planned Development). Furthermore, private streets and infrastructure to be installed shall maintain adequate circulation throughout the site, while supporting implementation of walking trail amenities.

b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity. The proposed tentative subdivision map will be compatible with adjacent residential land uses and will improve circulation in the area via improvements to adjacent arterial and collector streets. Potential impacts from the proximity of the Visalia Airport have been addressed via conditions of approval.

c. That the proposed project is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance The project specifically supports General Plan Land Use policies related to efficient land use absorption (Policy LU-P-21, LU-P-54).

3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2022-18 is hereby adopted. Furthermore, the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.26.10 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the planned residential development be prepared in substantial compliance with Exhibit “A”, which incorporates a total of 136 single-family residential units and related public and private infrastructure.
2. That the planned residential development be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2020-193 incorporated herein by reference.
3. That the project be developed in substantial compliance with all improvements depicted and described in Exhibits “A” through “J”.
4. That Barr & Wood Tentative Subdivision Map No. 5588 shall be approved, and that requirements of the use permit which relate to this map shall be fulfilled.

5. That the timeline for the lapse of this Conditional Use Permit shall be tied to the timeline for the Barr & Wood Tentative Subdivision Map No. 5588.
6. That the Barr & Wood Tentative Subdivision Map No. 5588 shall contain lots averaging 15,139 square feet in size, ranging from 11,592 square feet to 25,592 square feet in size.
7. That setbacks for the Barr & Wood Tentative Subdivision Map No 5588 shall be as follows:

SETBACK STANDARDS					
	Front Yard	**Side Yard**	**Street Side Yard**	**Rear Yard**	**Street Side Yard (Garage)**
EXISTING R-1-20 SETBACKS	35	10	20	25	22
PROPOSED SETBACKS	30	5	10	25	22

8. That the minimum lot width for lots for the Barr & Wood Tentative Subdivision Map No. 5588 shall be 85 feet, as measured from a point midway between the front and rear lot lines.
9. Prior to recordation of the final map for the Barr & Wood Tentative Subdivision Map No. 5588, the proponent shall form a Homeowner's Association (HOA) for the administration and maintenance of all private streets, parks, common areas, and related private infrastructure, identified in Exhibit "A" as Lots A through N.
10. That the applicant shall comply with the Tulare County Comprehensive Airport Land Use Plan and noise requirements therein prior to issuance of a building permit for the tentative subdivision map.
11. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
12. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2022-18 are hereby incorporated as conditions of the Barr & Wood Tentative Subdivision Map No. 5588.
13. That all applicable federal, state, regional, and city policies and ordinances be met.

RESOLUTION NO. 2022-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2022-02, A REQUEST TO SUBDIVIDE A 69.35 ACRE SITE INTO THREE PARCELS FOR PHASING AND FINANCIING PURPOSES IN THE R-1-20 (SINGLE-FAMILY RESIDENTIAL, 20,000 SQUARE FOOT MINIMUM SITE AREA) ZONE DISTRICT. THE PROJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF SOUTH ROEBEN STREET AND WEST WHITENDALE AVENUE (APN: 119-022-041).

WHEREAS, Tentative Parcel Map No. 2022-02, is a request to subdivide a 69.35-acre site into three parcels for phasing and financing purposes in the R-1-20 (Single-Family Residential, 20,000 square foot minimum site area) zone district. The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on June 26, 2023; and

WHEREAS, the Planning Commission of the City of Visalia finds Tentative Parcel Map No. 2022-02, as conditioned, in accordance with Section 16.28.070 of the Visalia Municipal Code based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, an Initial Study was prepared which disclosed that environmental impacts are determined to be less than significant with the incorporation of mitigation to address significant impacts; and

NOW, THEREFORE, BE IT RESOLVED that Mitigated Negative Declaration No. 2022-18 was prepared for Annexation No. 2022-03, Barr & Wood Tentative Subdivision Map No. 5588, Tentative Parcel Map No. 2022-02, and Conditional Use Permit No. 2022-06 consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed location and layout of the Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02, their improvements and design, and the conditions under which they will be maintained are consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 69.35-acre project site, which is the site of the proposed 136-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-21 of the General Plan. Policy LU-P-21 allows for the “annexation and development of residential, commercial, regional retail, and industrial land to occur within the Urban Development Boundary (Tier II) consistent with the City’s Land Use Diagram”.

2. That the proposed Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02 its improvements and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development, an arterial street, and two collector streets.

3. That the site is physically suitable for the proposed tentative subdivision map. The Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02 is consistent with the intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes an arterial, collector, and private local street pattern that will serve the subject site and the future development of vacant parcels located to the south and west of the subject site.

4. That the site is physically suitable for the proposed tentative subdivision and tentative parcel maps and the project's density, which is consistent with the underlying Very Low Density Residential General Plan Land Use Designation. The proposed location and layout of the Barr & Wood Tentative Subdivision Map No. 5588, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance. The 69.35-acre project site, which is the site of the proposed 136-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-21.

5. That the proposed Barr & Wood Tentative Subdivision Map No. 5588 and Tentative Parcel Map No. 2022-02, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 136-lot subdivision is designed to comply with the City's Engineering Improvement Standards for major streets. The development of the site with a 136-lot single-family residential subdivision will improve arterial and collector streets (South Roeben Street, West Whitendale Avenue, and South Shirk Road), and extend private local streets, infrastructure improvements, utilities, right-of-way improvements and a residential lot pattern consistent with existing residential development found in the area.

6. The proposed location of the tentative subdivision map is in accordance with the Visalia General Plan and the objectives of the Zoning and Subdivision Ordinances. The proposed location of the subdivision is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. Multiple General Plan policies identify the implementation of development standards to ensure that new single-family residential development will contribute to positive land use compatibility. The size of the property combined with the number of residential lots proposed is consistent and compatible with existing surrounding residential development.

   The proposed project will result in the creation of a new single-family residential development at a density of 1.96 units per acre, which is consistent with General Plan land use designation of Very Low Density Residential and the R-1-20 zoning

designation that will be applied to the site when annexed into the city limits.

7. The Housing Accountability Act (GC section 66589.5) requires local agencies to approve housing developments that are consistent with applicable, objective general plan, zoning, and subdivision standards in effect at the time that the housing development project's application is determined to be complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and there is no feasible way to mitigate or avoid the impact. There is no evidence that the project would cause quantifiable significant unavoidable impacts on public health and safety. The project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance, and development standards.
8. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2022-18 is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approved the parcel map on the real property herein above described in accordance with the terms of this resolution under the provision of Section 16.28.070 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the tentative parcel map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2020-193 incorporated herein by reference.
2. That Tentative Parcel Map No. 2022-02 be prepared in substantial compliance with Exhibit "C".
3. That approval of Tentative Parcel Map No. 2022-02 shall not become effective unless Annexation No. 2022-03, placing the project site within the corporate limits of the City of Visalia, is approved by the Tulare County Local Agency Formation Commission (LAFCO), and is fully executed to include all conditions contained in the Pre-Annexation Agreement for Annexation No. 2022-03.
4. That all other federal, state and city codes, ordinances and laws be met.

MAY 2023

BARR-WOOD SUBDIVISION

TENTATIVE SUBDIVISION MAP
PLANNED DEVELOPMENT (PD)

BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

ENGINEER/PLANNER:	4-CREEKS INC.
APN:	119-022-041
ACREAGE:	69.35 ±
PROPOSED LOTS:	136
FLOOD ZONE:	X
EXISTING ZONING:	R-1-20 PREZONE
EXISTING GENERAL PLAN:	VERY LOW DENSITY RESIDENTIAL
ELECTRICITY:	SOUTHERN CALIFORNIA EDISON
WATER:	CAL WATER
TELEPHONE:	AT&T
REFUSE DISPOSAL:	CITY OF VISALIA
NATURAL GAS:	SOUTHERN CALIFORNIA GAS
EXISTING USE:	AE-20
PROPOSED USE:	VERY LOW DENSITY RESIDENTIAL

DENSITY:

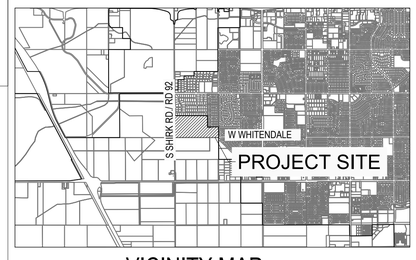
LOTS:	136
GROSS ACREAGE:	69.35
GROSS DENSITY:	1.96 DU/AC
NET ACREAGE:	48.72
NET DENSITY:	2.79 DU/AC

PROPOSED SETBACKS (MINIMUM):

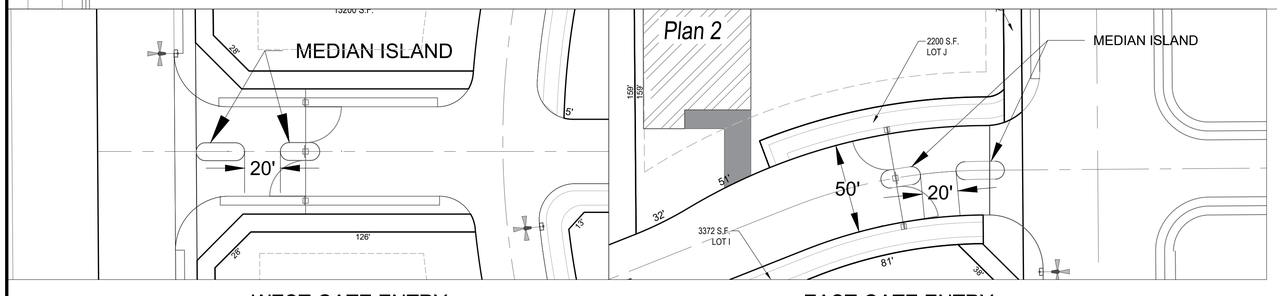
FRONT YARD: 30'
SIDE YARD: 5'
CORNER LOTS: 10' (22' GARAGE STREET SIDE)
REAR YARD: 25' SHORT SIDE OR 20' LONG SIDE

OUTLOTS

LOT A: LANDSCAPE DEDICATION, 7331 SQFT
LOT B: LANDSCAPE DEDICATION, 36,823 SQFT
LOT C: LANDSCAPE DEDICATION, 943 SQFT
LOT D: PATHWAY TO PARK, 12,205 SQFT
LOT E: PATHWAY TO PARK, 19,248 SQFT
LOT F: RECESSED PARK / OPEN SPACE, 3.7 ACRES
LOT G: LANDSCAPE DEDICATION, 4,236 SQFT
LOT H: LANDSCAPE DEDICATION, 5,908 SQFT
LOT I: LANDSCAPE DEDICATION, 3,372 SQFT
LOT J: LANDSCAPE DEDICATION, 2,200 SQFT
LOT K: STORMWATER BASIN, 1.6 ACRES
LOT L: CANAL, 22,332 SQFT
LOT M: CANAL, 13,913 SQFT
LOT N: PRIVATE STREETS, 79.2 ACRES



VICINITY MAP



WEST GATE ENTRY
SCALE 1" = 40'

EAST GATE ENTRY
SCALE 1" = 40'

PREPARED BY:

4CREEKS

324 S. SANTA FE, STE. A
P.O. BOX 7593
VISALIA, CA 93292
TEL: 559.802.3052
FAX: 559.802.3215

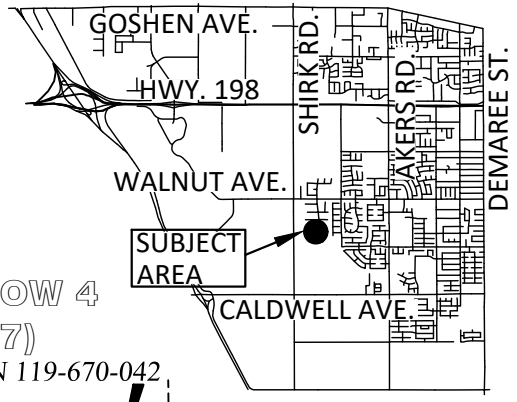
ANNEXATION NO. 2022-___

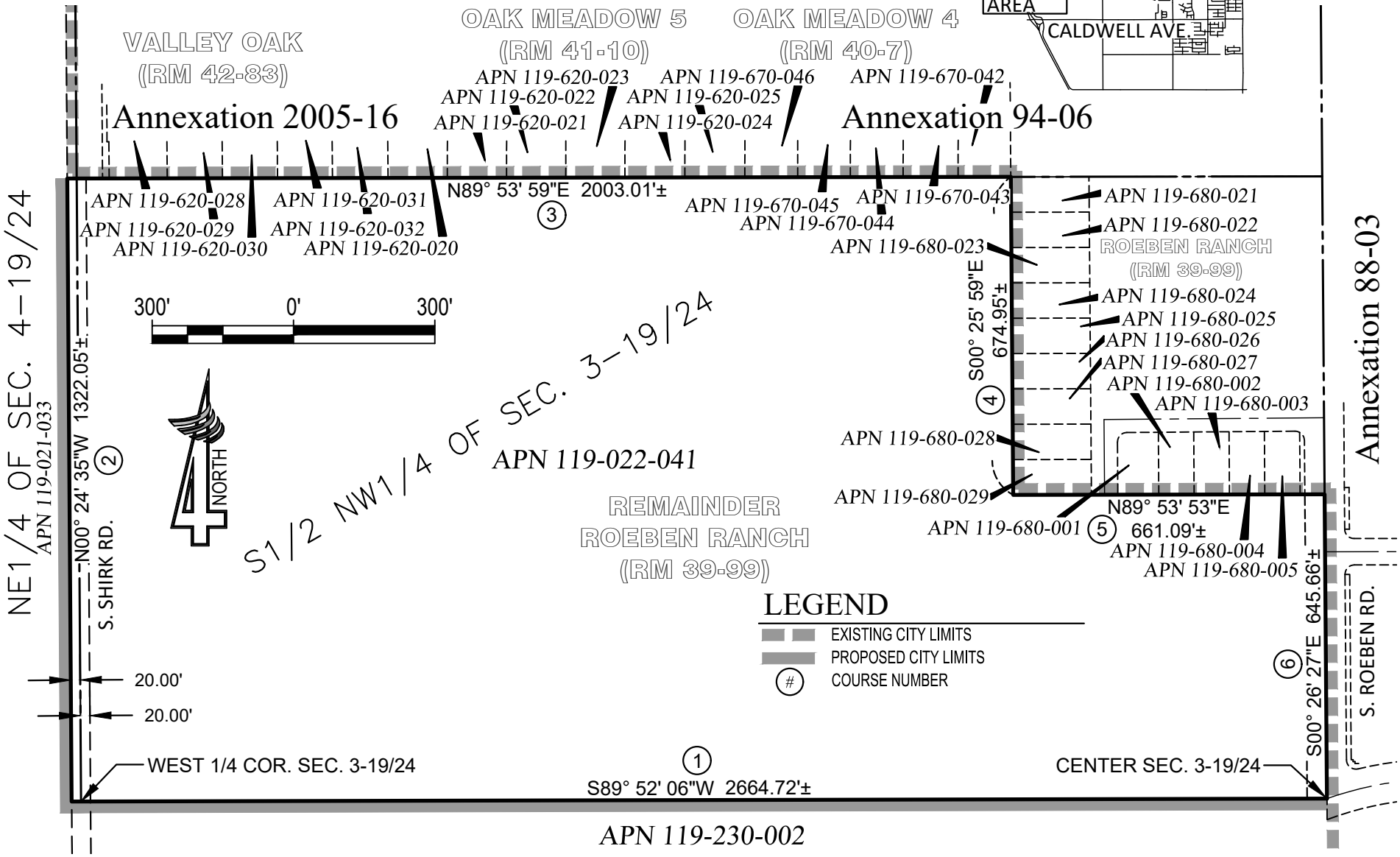
A PORTION OF THE NORTHEAST 1/4 OF SECTION 4-19/24, MDB&M AND
A PORTION OF THE NORTHWEST 1/4 OF SECTION 3-19/24, MDB&M

SITE DATA

APN: 119-021-033, 119-022-041
AREA: 70.6 AC. ±

VICINITY MAP





CITY OF VISALIA
ANNEXATION NO. 2022-____

That portion of the Northwest quarter of Section 3 and the Northeast quarter of Section 4, of Township 19 South, Range 24 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, described as follows:

Beginning at Center of said Section 3, and Existing City Limit line;

Course 1: Thence South 89º52'06" West departing from said City Limit Line along the South line of said Northwest and Northeast quarters, 2664.72 feet more or less, to the West Right of Way line of Shirk Road;

Course 2: Thence North 00º24'35" West, along said West Right of Way line, 1322.05 feet, more or less, to said Existing City Limit line;

Course 3: Thence North 89º53'59" East, along said Existing City Limit line, 2003.01 feet, more or less, to an angle point in said Existing City Limit line;

Course 4: Thence South 00º25'59" East, along said Existing City Limit line, 674.95 feet, more or less, to an angle point in said Existing City Limit line;

Course 5: Thence North 89º53'53" East, along said Existing City Limit line, 661.09 feet, more or less, to the East line of said Northwest quarter of Section 3 and an angle point in said Existing City Limit line;

Course 6: Thence South 00º26'27" East, along said East and Existing City Limit line, 645.66 feet, more or less, to said Center of Section 3 and the Point of Beginning;

(Consisting of 70.6 acres more or less)

APRIL 2023

BARR-WOOD SUBDIVISION

TENTATIVE PARCEL MAP
PLANNED DEVELOPMENT (PD)

BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

ENGINEER/PLANNER:	4-CREEKS INC.
APN:	119-022-041
ACREAGE:	69.35 ±
PROPOSED LOTS:	3
FLOOD ZONE:	X
EXISTING ZONING:	R-1-20 PREZONE
EXISTING GENERAL PLAN:	VERY LOW DENSITY RESIDENTIAL
ELECTRICITY:	SOUTHERN CALIFORNIA EDISON
WATER:	CAL WATER
TELEPHONE:	AT&T
REFUSE DISPOSAL:	CITY OF VISALIA
NATURAL GAS:	SOUTHERN CALIFORNIA GAS
EXISTING USE:	AE-20
PROPOSED USE:	VERY LOW DENSITY RESIDENTIAL

PHASING:

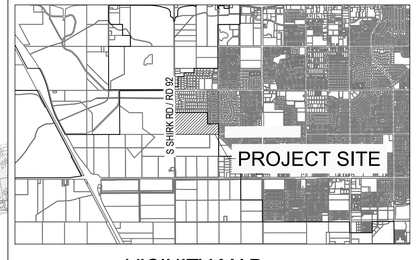
PHASE 1:	PARCEL 1
PHASE 2:	PARCEL 2
PHASE 3:	PARCEL 3

STREET RIGHT-OF-WAY

S ROEBEN STREET: AVAILABLE ROW SUFFICIENT TO ACCOMMODATE 42' FROM CENTERLINE.

W WHITENDALE AVE: 42' IOD TO CITY OF VISALIA ON NORTH SIDE OF STREET TO CREATE 42' TOTAL ROW FROM CENTERLINE.

SHIRK/ROAD 92: 55' IOD TO THE CITY OF VISALIA ON EAST SIDE OF STREET TO CREATE 55' TOTAL ROW FROM CENTERLINE.



VICINITY MAP

PREPARED BY:

4CREEKS

324 S. SANTA FE, STE. A
P.O. BOX 7593
VISALIA, CA 93292
TEL: 559.802.3052
FAX: 559.802.3215

MAY 2022

BARR-WOOD SUBDIVISION

PHASING PLAN

BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

PHASING PLAN:

PHASE 1: LOTS 1-45 (PHASE 1 TO INCLUDE 20' TEMPORARY EMERGENCY ACCESS ON LOT 24 AND TEMPORARY STORMWATER BASIN ON LOTS 23 & 24)
PHASE 2: LOT 46-89
PHASE 3: LOTS 90-136

PHASE 3

PHASE 2

PHASE 1

CURIE CIRCLE
AUGUSTA CIRCLE
EL CAJON COURT
BARR CIRCLE
CHERRY AVENUE
EVERGREEN AVENUE
JACQUES CIRCLE
BOISE CIRCLE
S. SHIRK RD. / ROAD 92
W. WHITENDALE AVE.
PHASE 2 IMPROVEMENTS TO EXTEND TO SHIRK & WALNUT INTERSECTION
MEDIAN ISLAND

LOT F
RECESSED PARK / OPEN SPACE
3.7 ACRES

LOT K
69855 S.F.
PERMANENT STORMWATER BASIN
DEPTH: 12'
SLOPE: 3:1

LOT L 22332 S.F.
LOT M 33913 S.F.
LOT N 345182 S.F.

TEMPORARY STORMWATER BASIN (CONCEPTUAL)

PHASE 1 TEMPORARY EMERGENCY ACCESS (20')

NORTH

PREPARED BY:

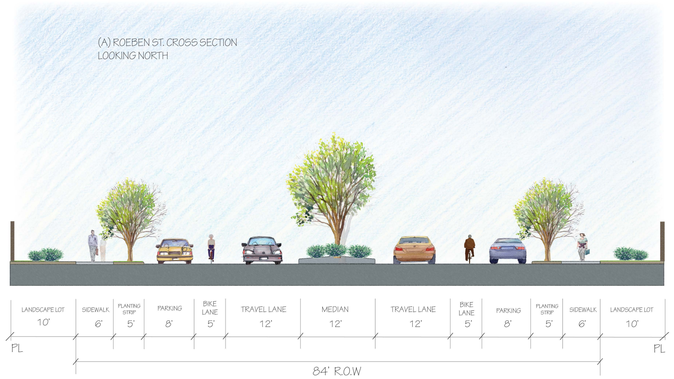
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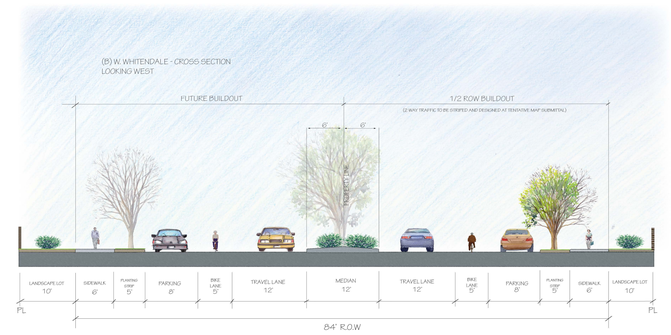
324 S. SANTA FE, STE. A
P.O. BOX 7593
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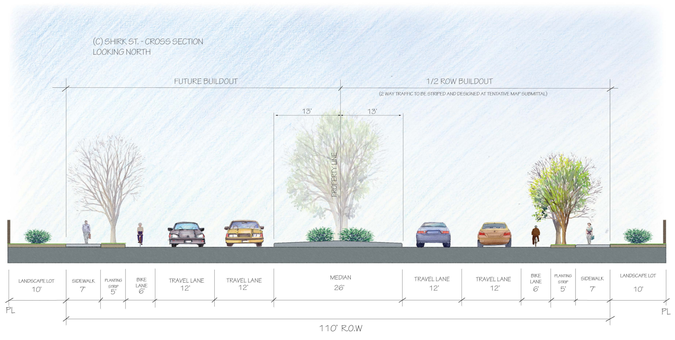
BARR-WOOD SUBDIVISION DETAILS

BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

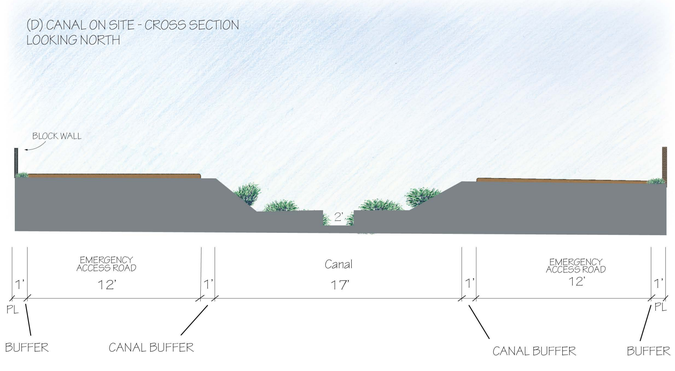
STREET CROSS SECTIONS







CANAL ON SITE



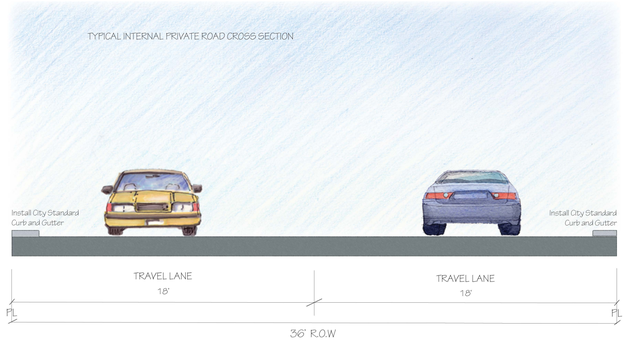
GATED ENTRYWAY



INTERNAL LOOP STREET AND PATH



TYPICAL INTERNAL PRIVATE ROAD



LOTS I AND J: PATHWAYS TO INTERIOR PARK



VINYL SPLIT RAIL FENCE



BLOCK WALL



VINYL FENCING



INTERIOR PARK CHANDELIER TREES



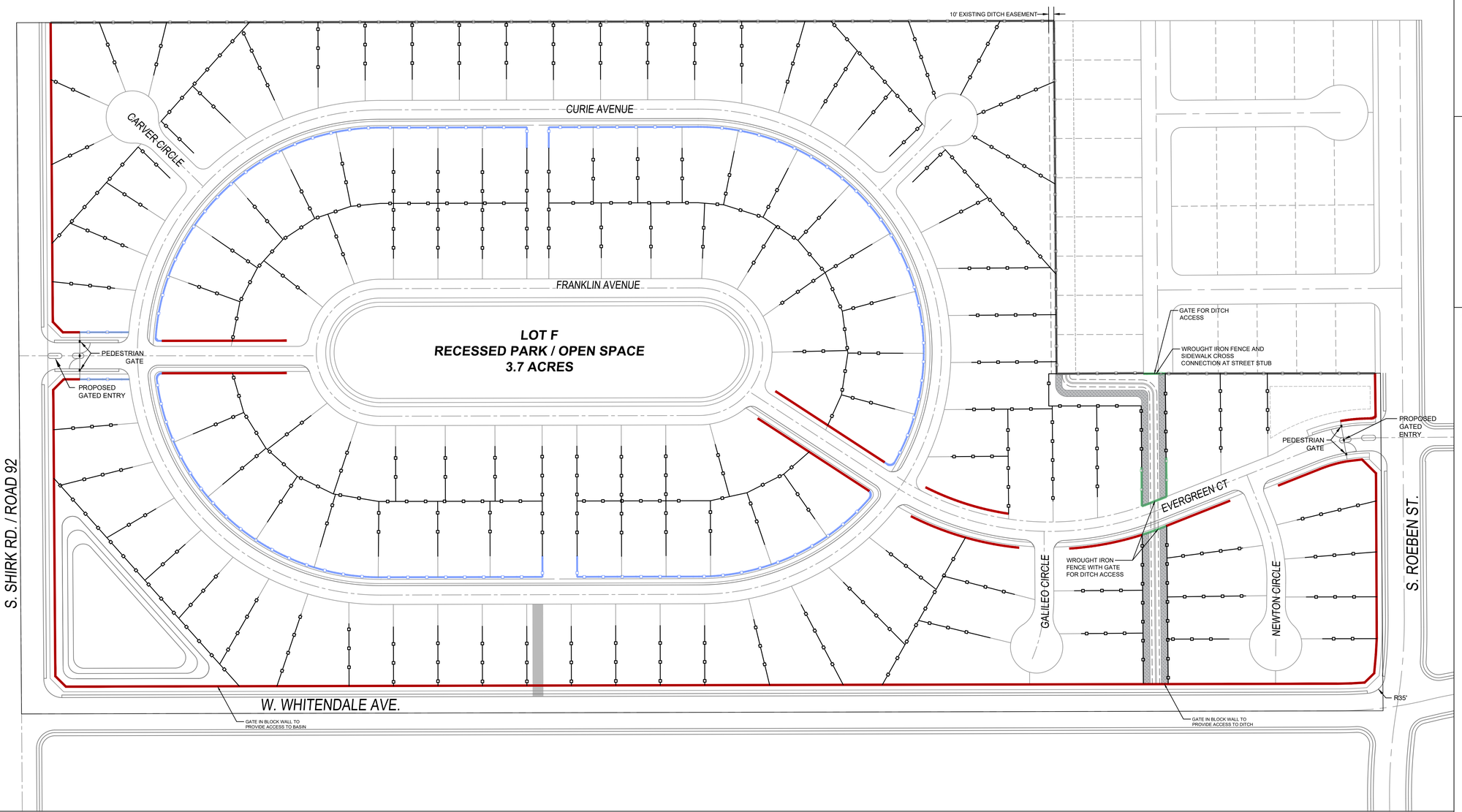


JUNE 2023

BARR-WOOD SUBDIVISION

FENCING PLAN

BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA



LEGEND

- VINYL SPLIT RAIL FENCE
- WOOD PRIVACY FENCE
- BLOCK WALL
- EXISTING WOOD FENCE
- WROUGHT IRON FENCE

**DEPICTED FENCE PLANS ARE CONCEPTUAL. ACTUAL FENCE MATERIALS AND SPECIFICATIONS TBD DURING CIVIL DESIGN.*

VINYL SPLIT RAIL FENCE
HEIGHT: 4'



BLOCK WALL (EXTERIOR FACIING)
HEIGHT: 6'



BLOCK WALL (INTERIOR FACING)
HEIGHT: 6'



WROUGHT IRON FENCE
HEIGHT: 6'



WOOD PRIVACY FENCE
HEIGHT: 6'



NORTH
100' 0' 100'

PREPARED BY:

4CREEKS
324 S. SANTA FE, STE. A
P.O. BOX 7593
VISALIA, CA 93292
TEL: 559.802.3052
FAX: 559.802.3215

WOODSIDE HOMES
SW VISALIA



2 - MODERN EUROPEAN | 3 - CRAFTSMAN | 5 - SANTA BARBARA | 4 - CRAFTSMAN



4 - FARMHOUSE | 5 - CRAFTSMAN | 3 - FARMHOUSE | 1 - SANTA BARBARA



1 - FARMHOUSE | 3 - SANTA BARBARA | 1 - MODERN EUROPEAN | 2 - SANTA BARBARA



5 - FARMHOUSE | 4 - MODERN EUROPEAN | 2 - CRAFTSMAN

Woodside HOMES
Visalia, CA

STREETSCAPE

SW VISALIA
VISALIA, CA

BSB DESIGN
BSBDESIGN.COM

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2023 BSB Design, Inc.

May 8, 2023 | SF230159.00



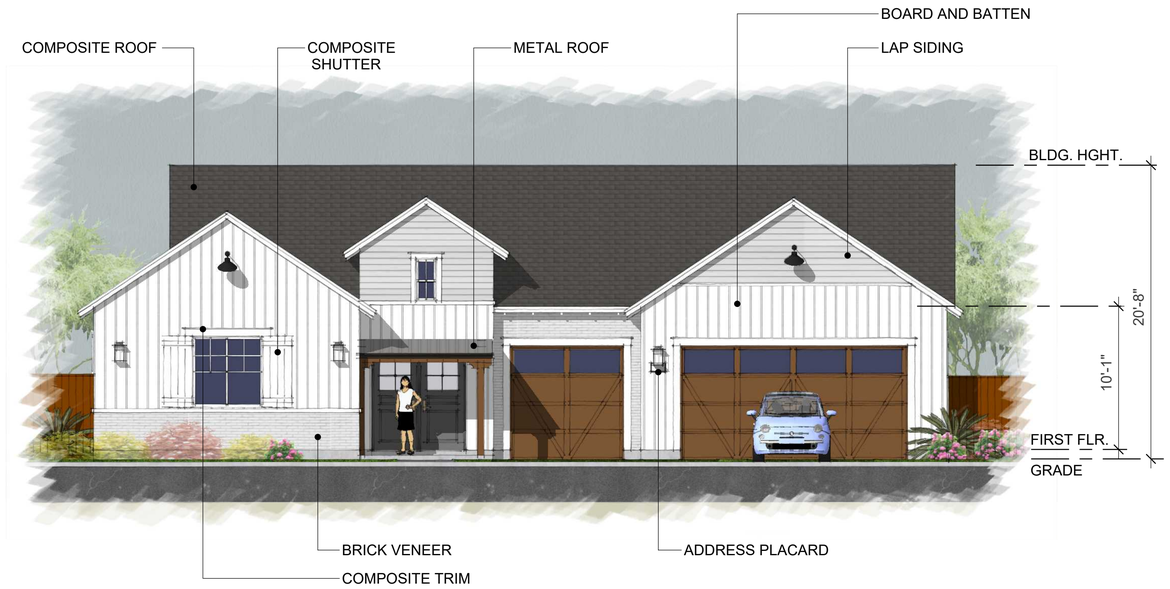
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

FARMHOUSE

PLAN 1 - ELEVATIONS

Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

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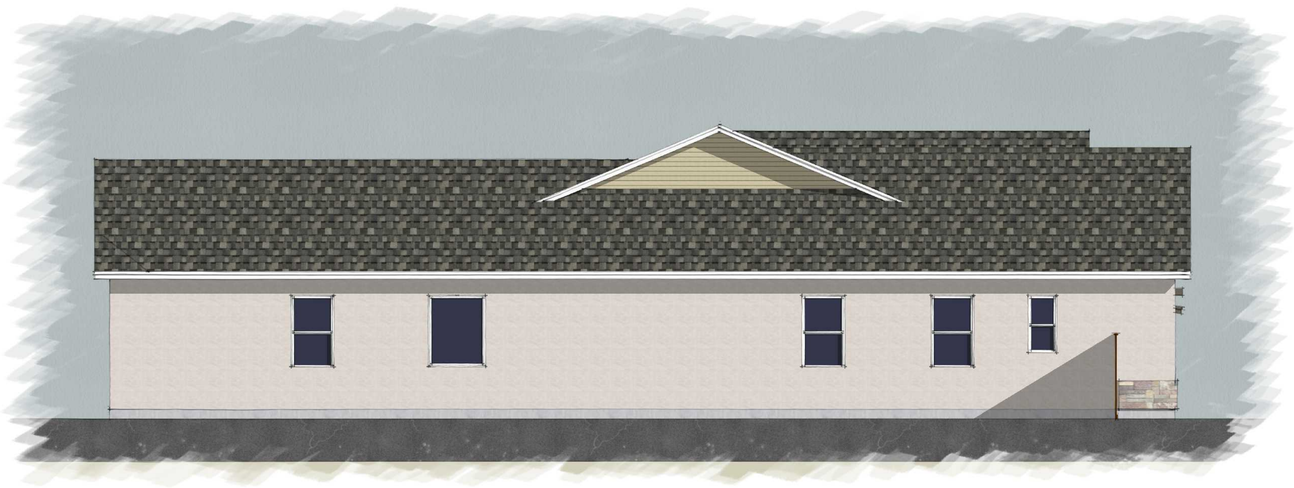
May 3, 2023 | SF230159.00



RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

MODERN EUROPEAN

PLAN 1 - ELEVATIONS

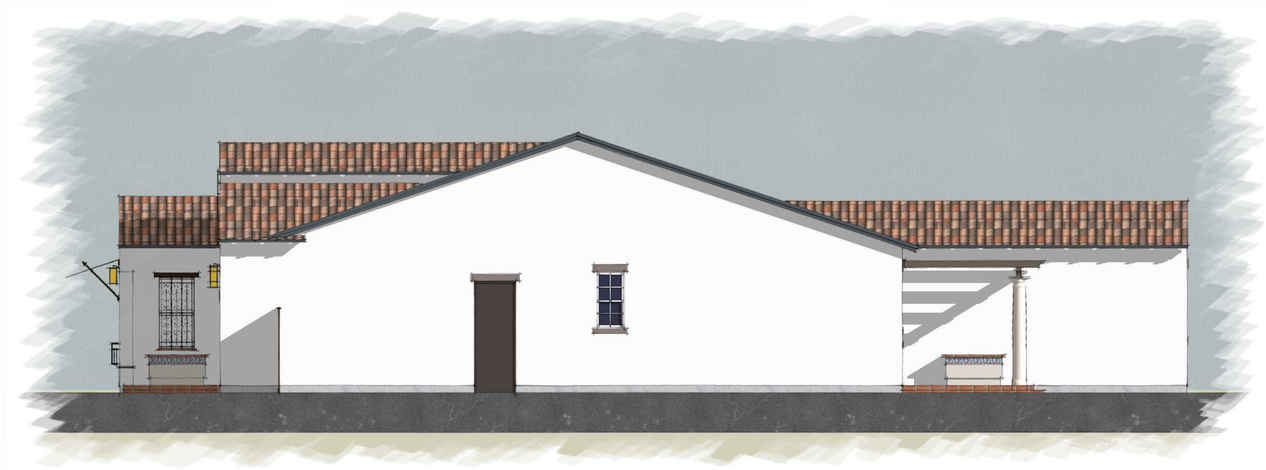
Scale: 3/16 = 1'-0"

SW VISALIA
VISALIA, CA

BSB DESIGN
BSBDESIGN.COM

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May 3, 2023 | SF230159.00



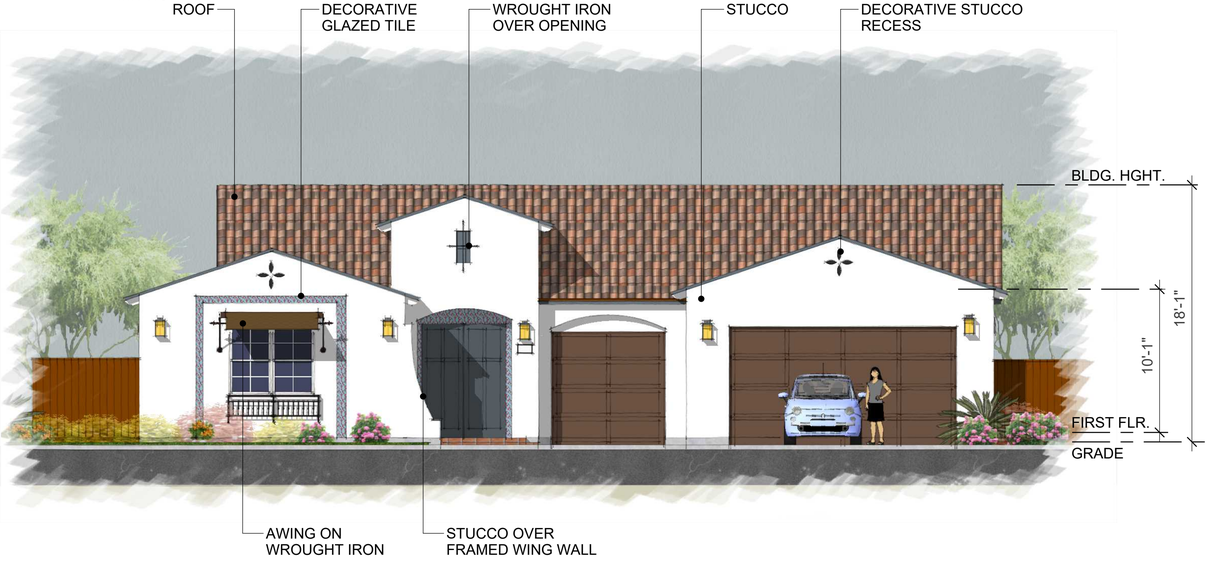
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

SANTA BARBARA

PLAN 1 - ELEVATIONS

Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

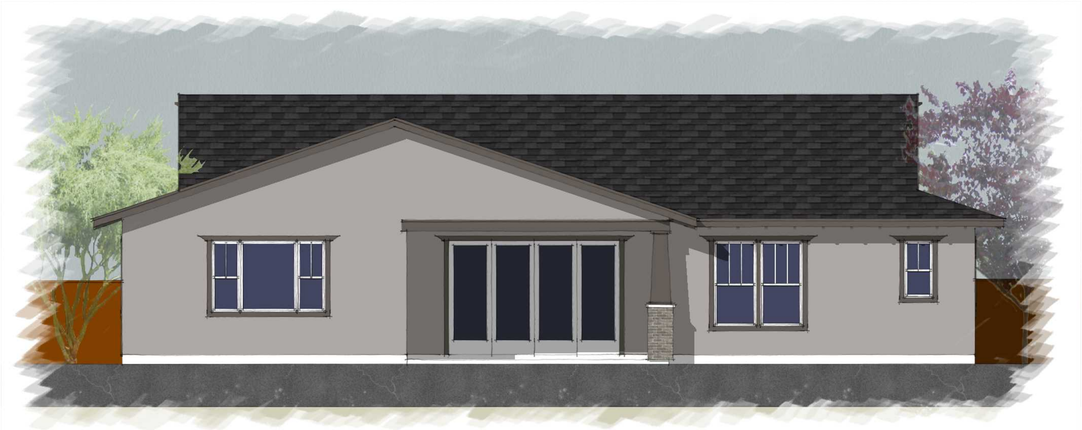
BSB DESIGN
BSBDESIGN.COM

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May 3, 2023 | SF230159.00



RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

CRAFTSMAN

PLAN 2 - ELEVATIONS

Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2023 BSB Design, Inc.

May 3, 2023 | SF230159.00

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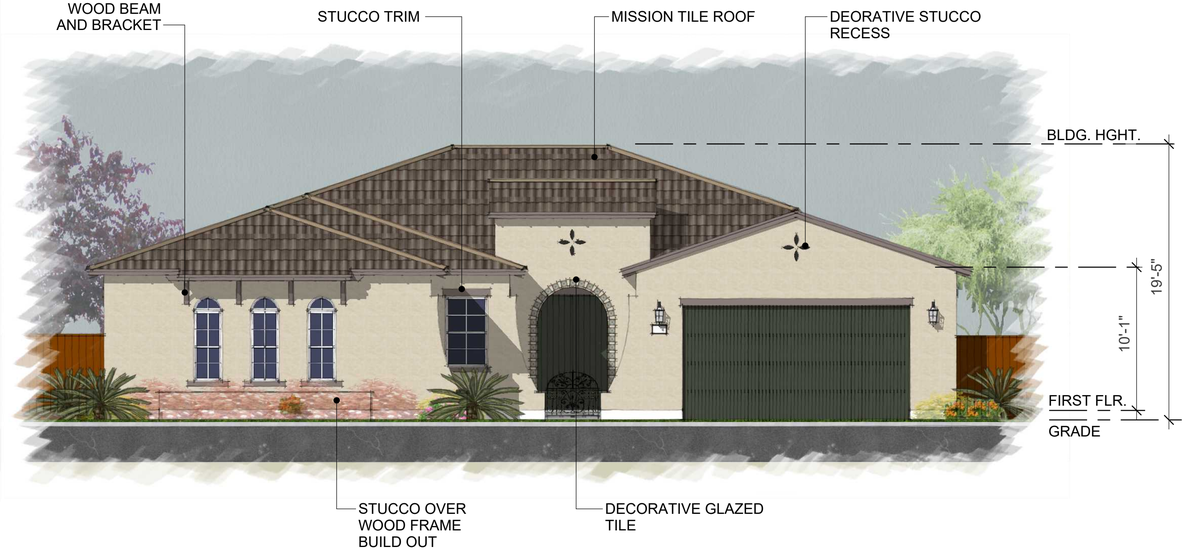
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

SANTA BARBARA

PLAN 2 - ELEVATIONS

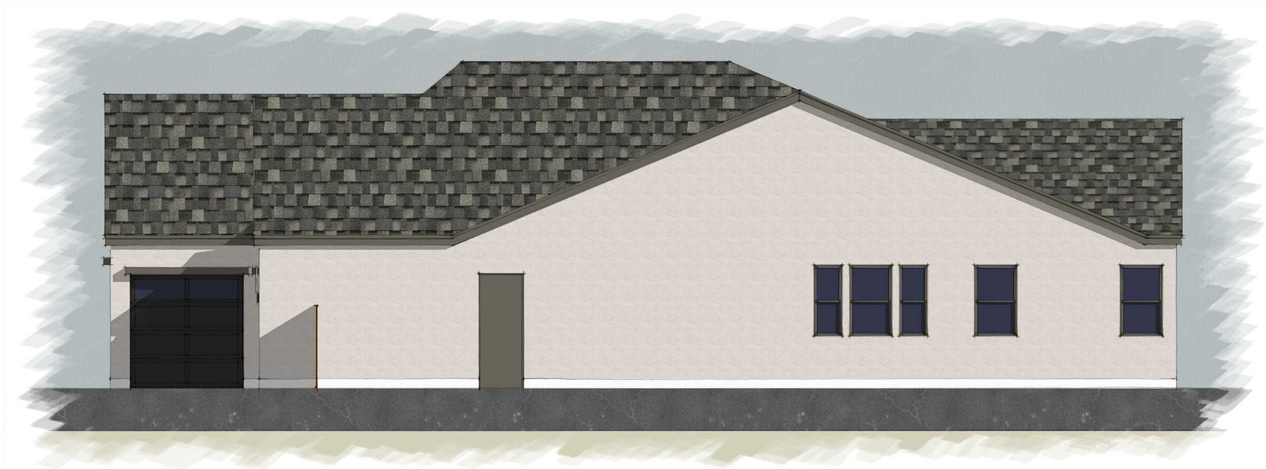
Scale: 3/16 = 1'-0"

SW VISALIA
VISALIA, CA

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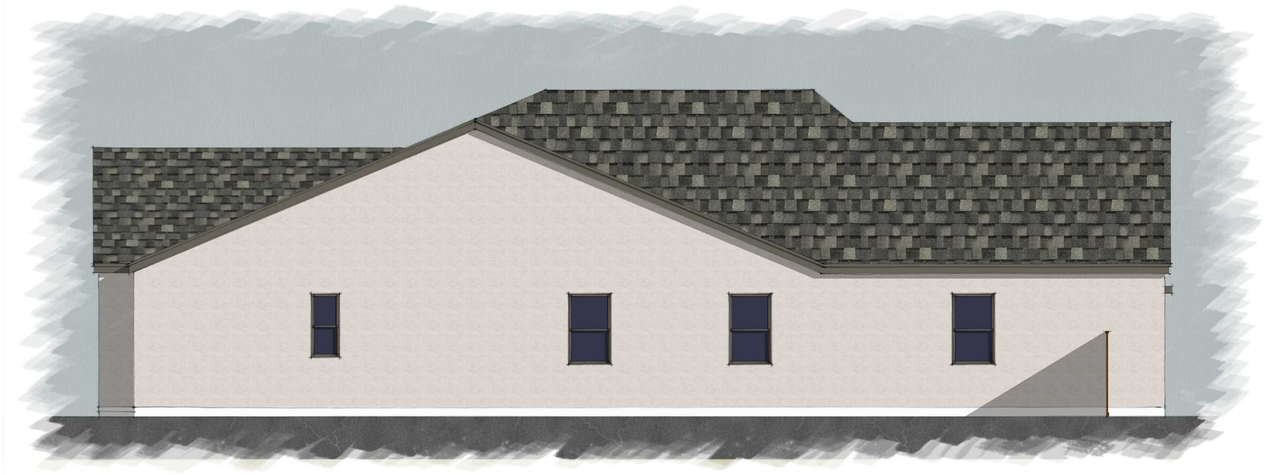
May 3, 2023 | SF230159.00



RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

MODERN EUROPEAN

PLAN 2 - ELEVATIONS

Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

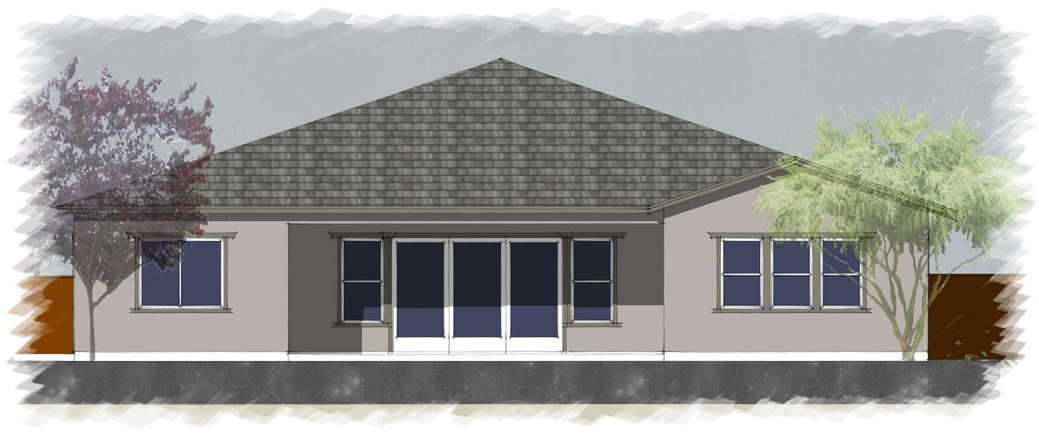
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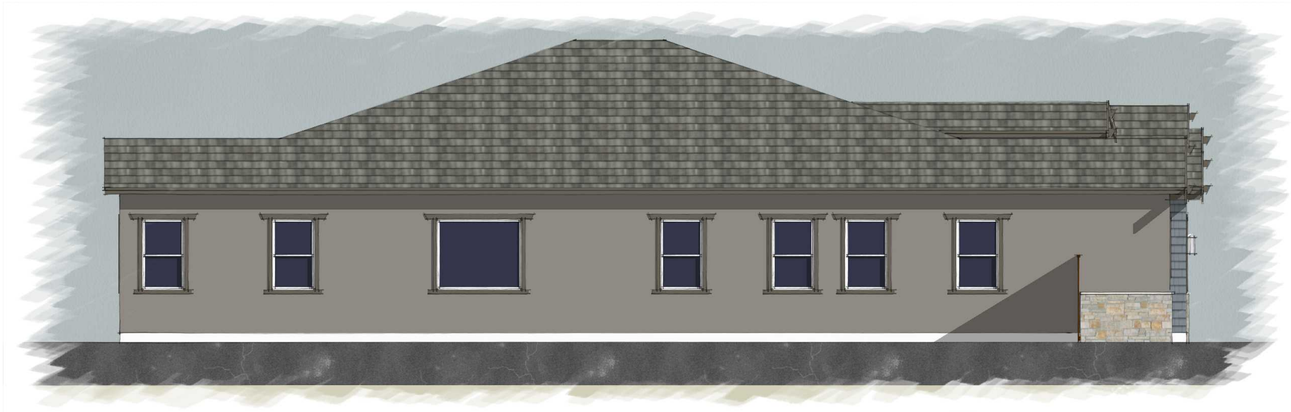
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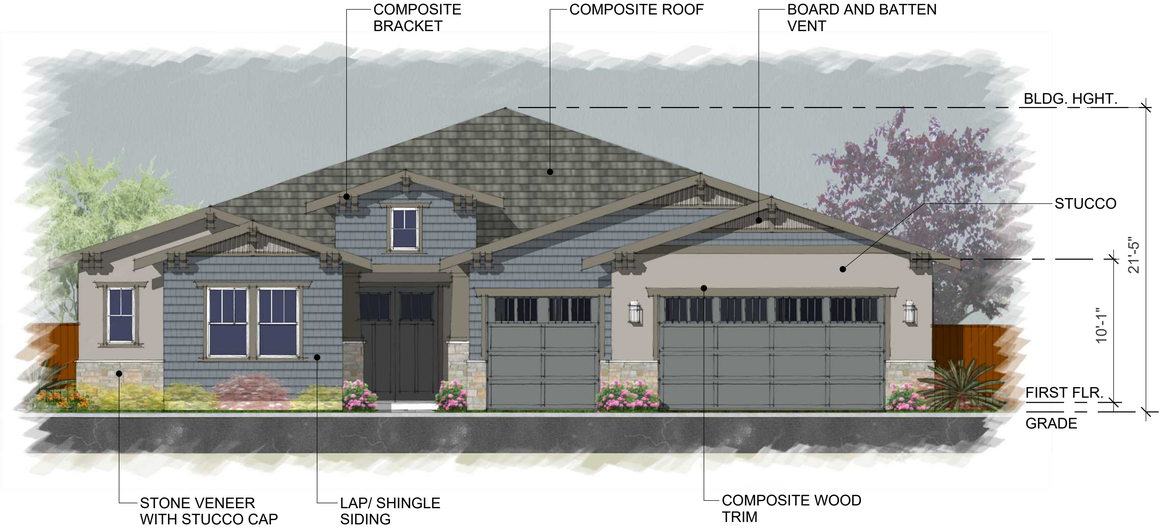
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

CRAFTSMAN

PLAN 3 - ELEVATIONS

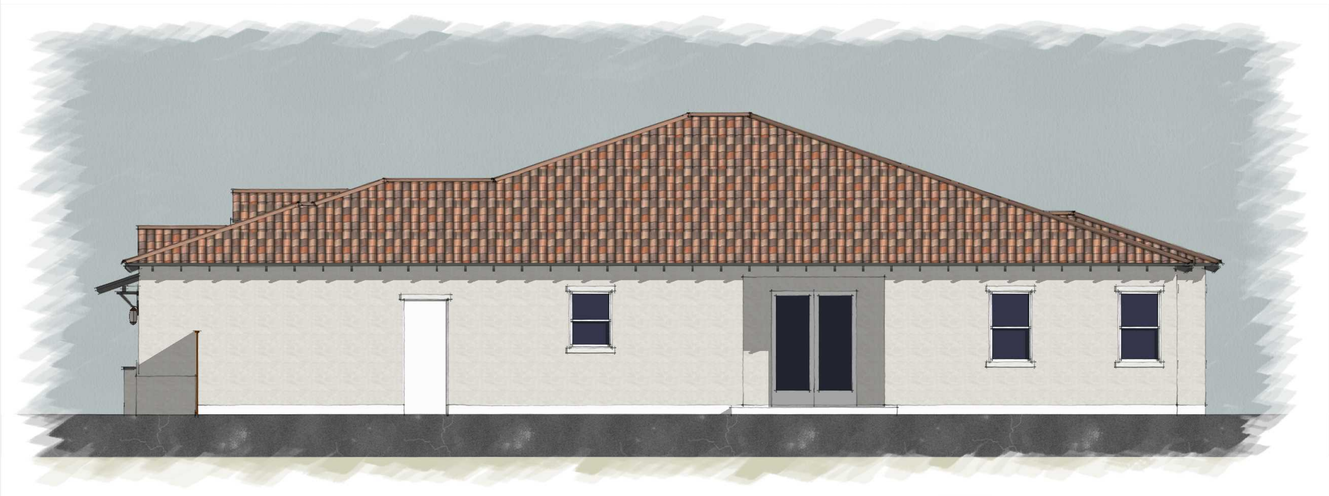
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SW VISALIA
VISALIA, CA

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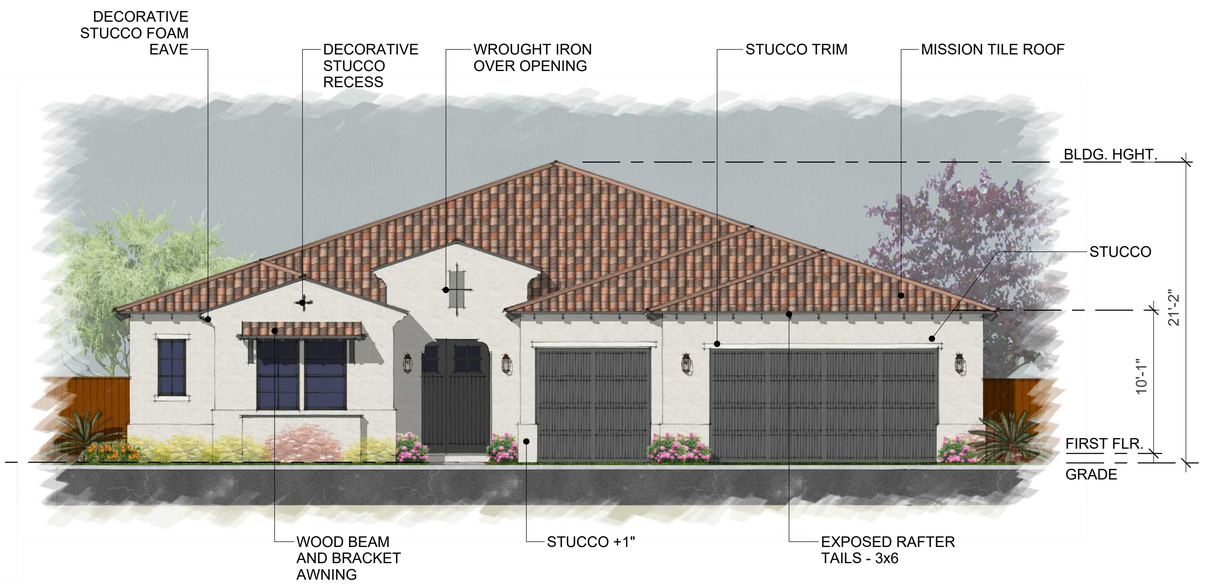
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REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

SANTA BARBARA

PLAN 3 - ELEVATIONS

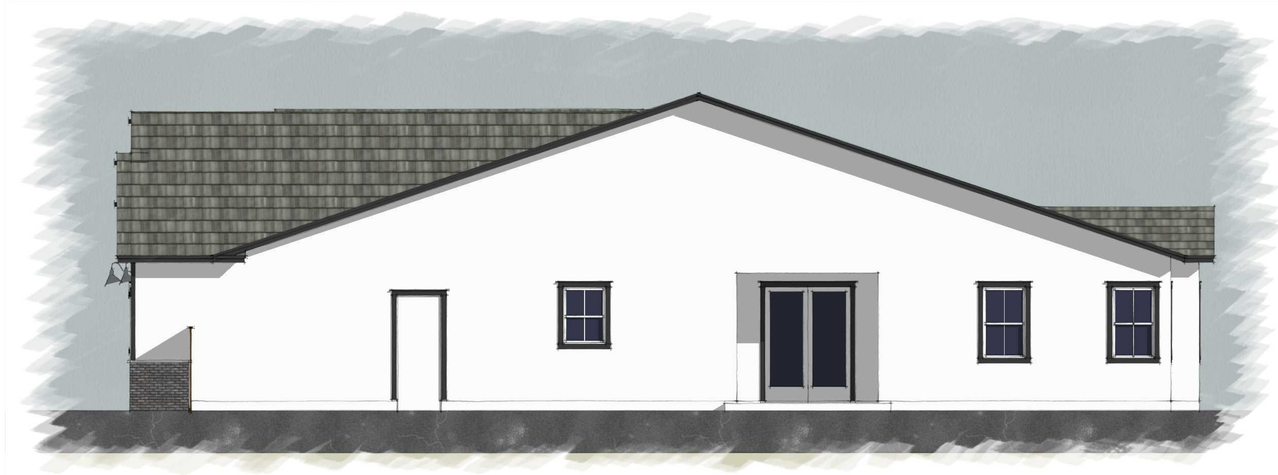
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SW VISALIA
VISALIA, CA

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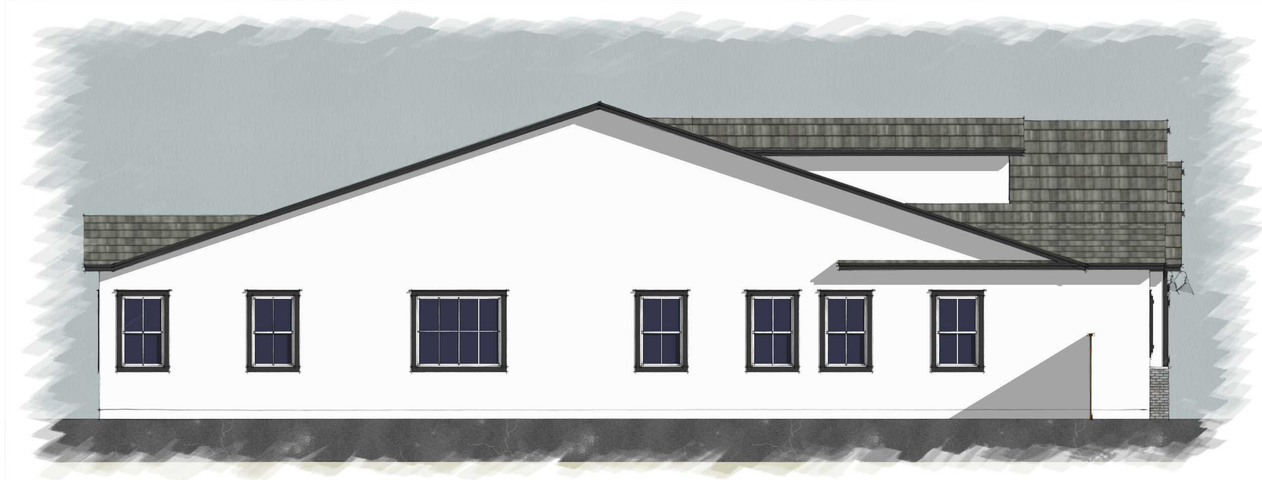
May 3, 2023 | SF230159.00



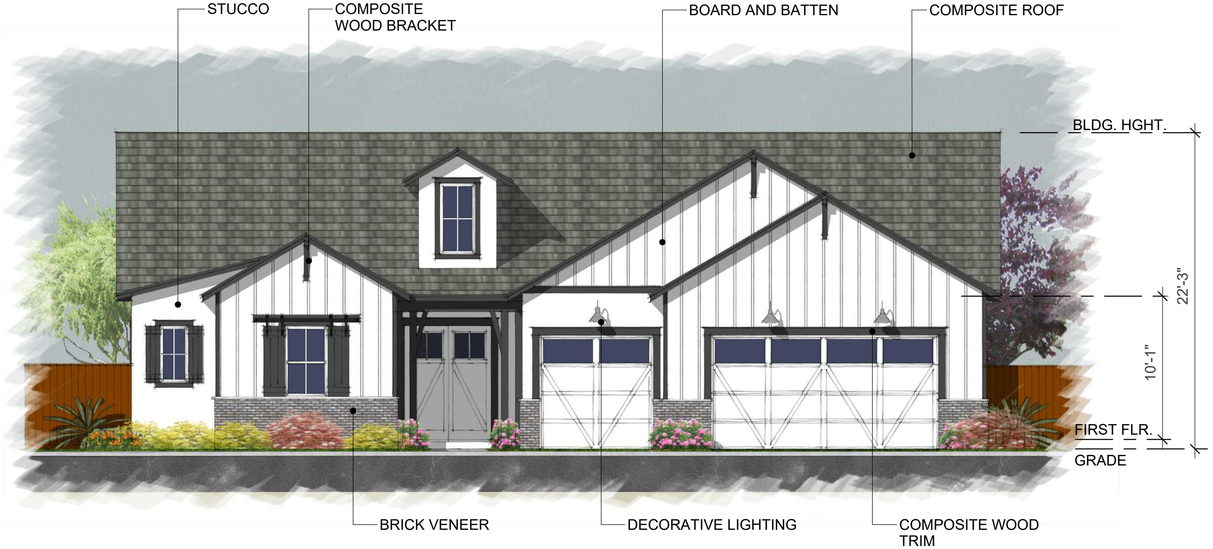
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

FARMHOUSE

PLAN 3 - ELEVATIONS

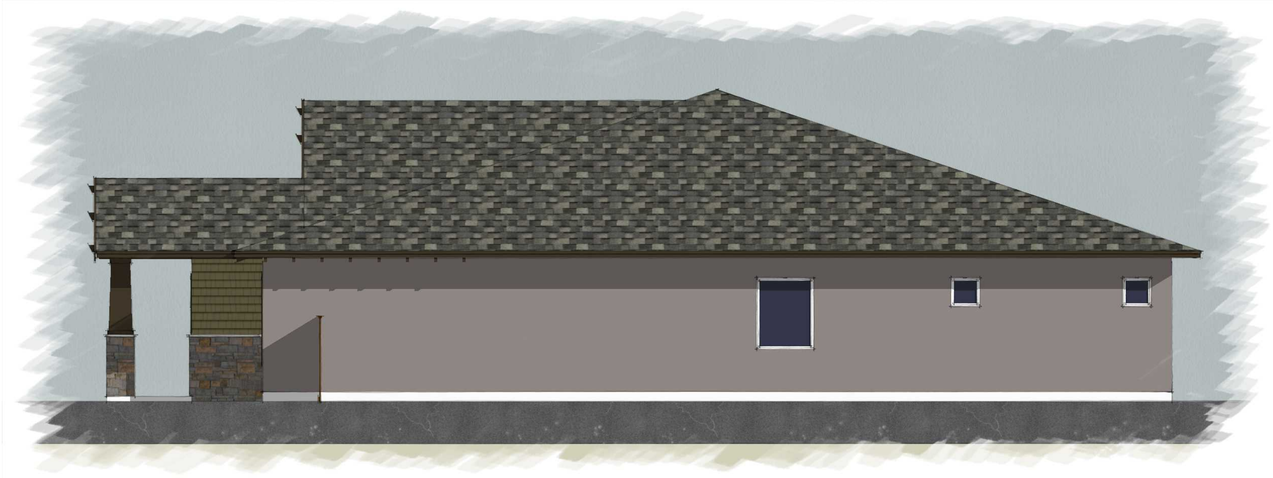
Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

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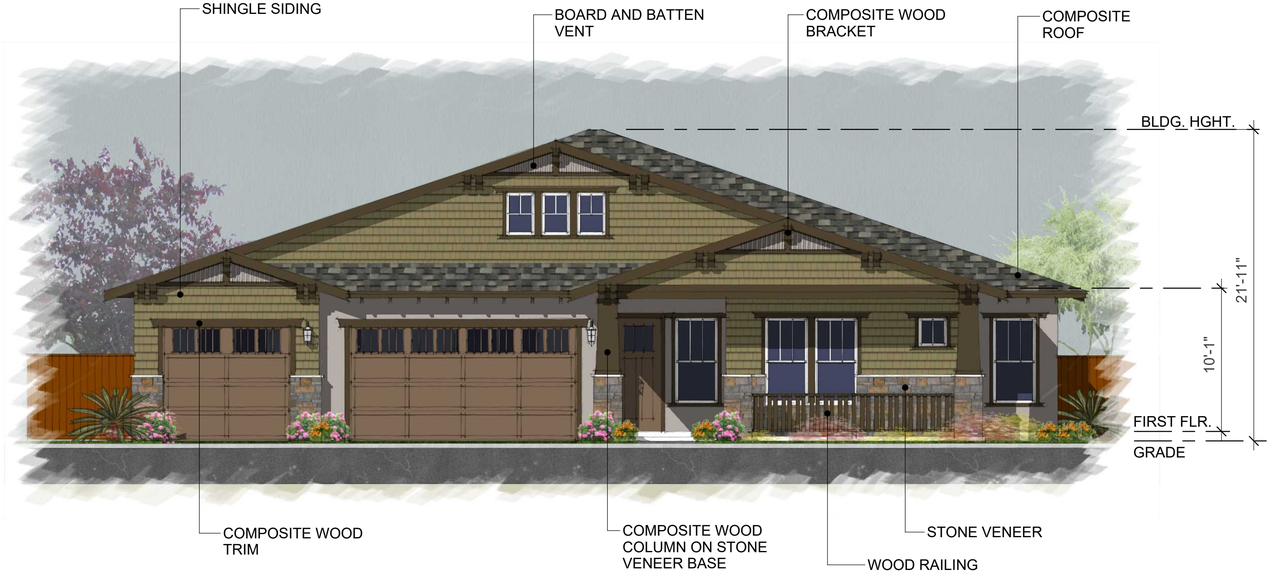
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

CRAFTSMAN

PLAN 4 - ELEVATIONS

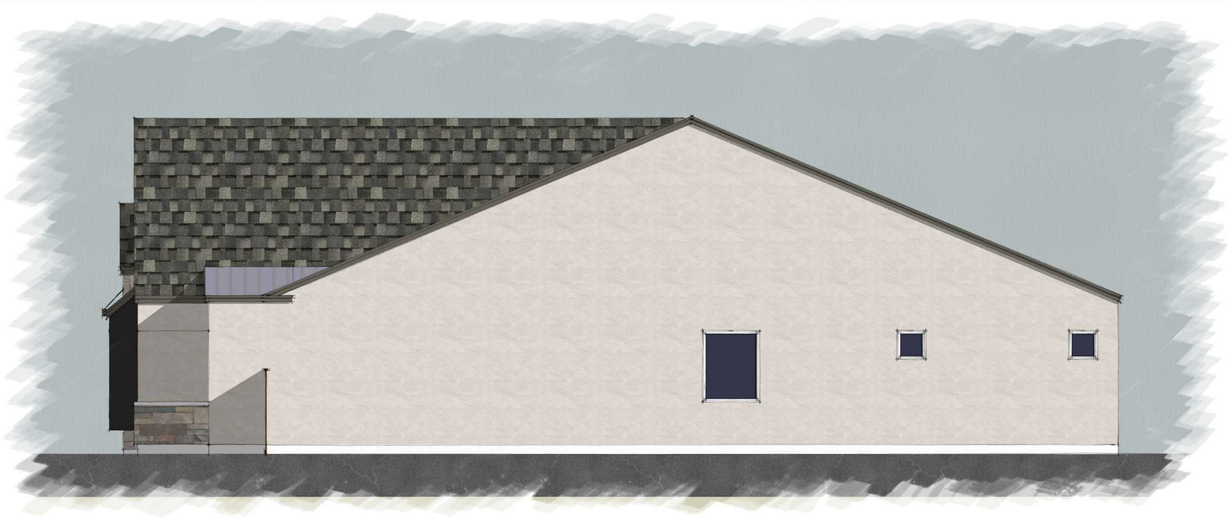
Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

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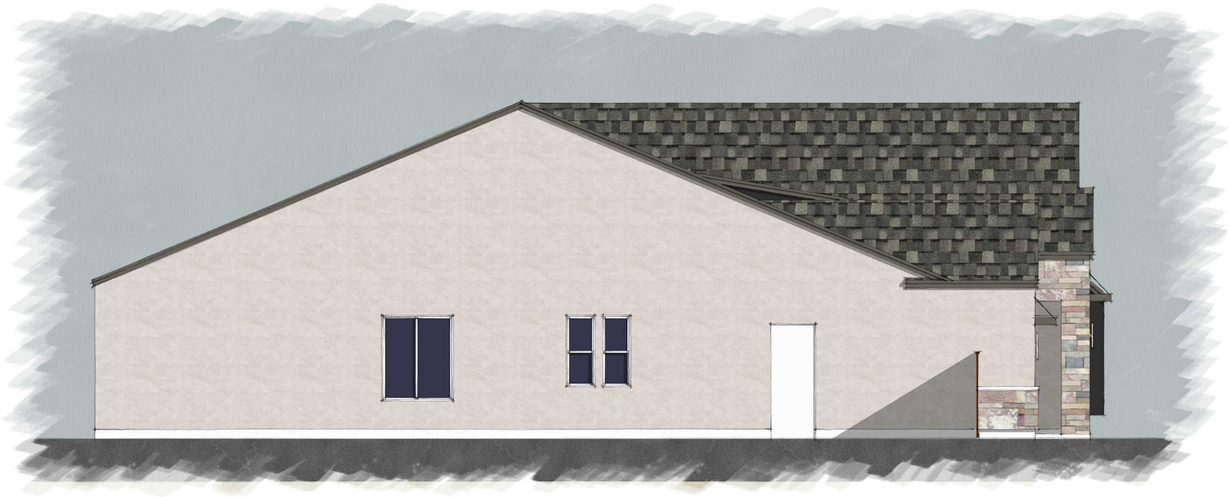
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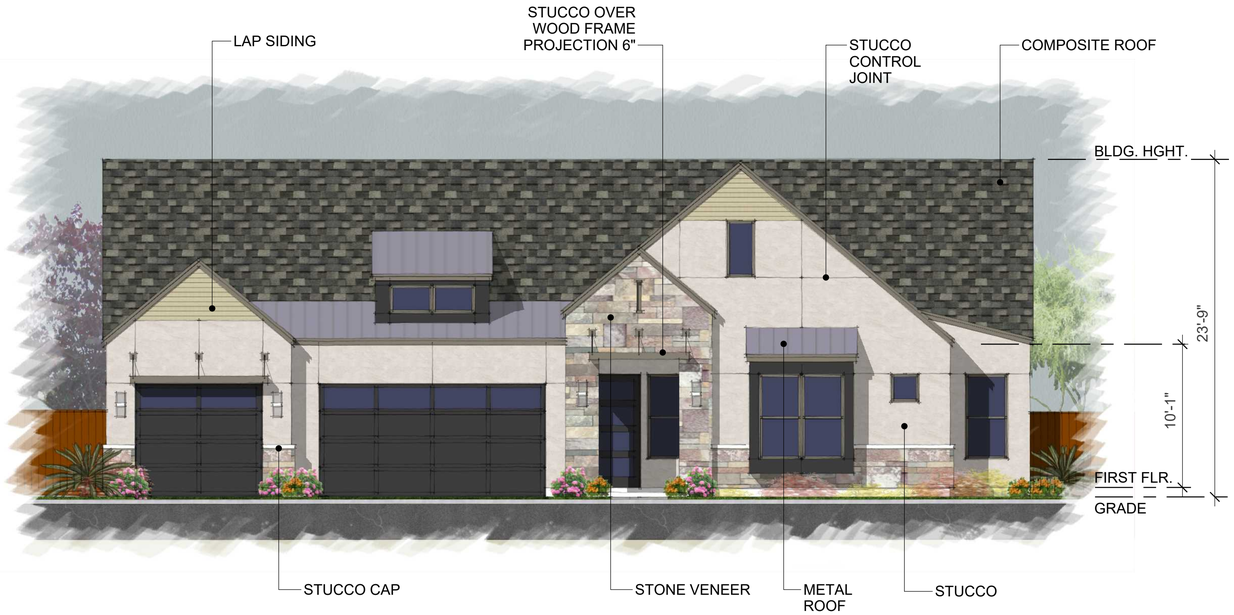
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

MODERN EUROPEAN

PLAN 4 - ELEVATIONS

Scale: 3/16 = 1'-0"

SW VISALIA
VISALIA, CA

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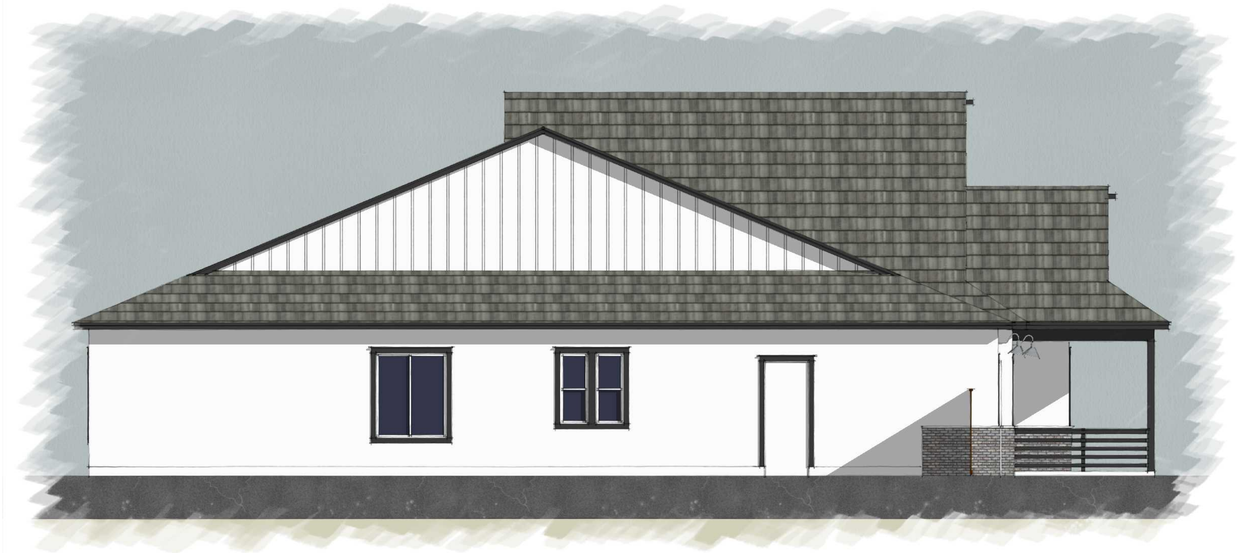
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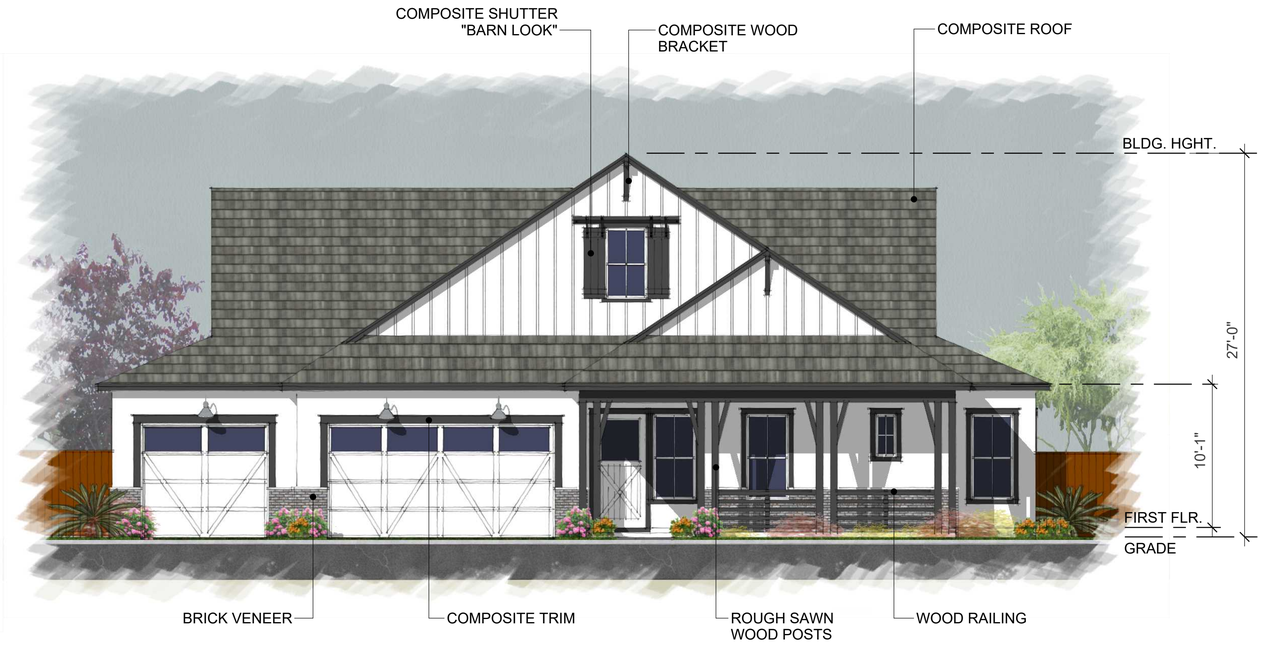
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

FARMHOUSE

PLAN 4 - ELEVATIONS

Scale: 3/16" = 1'-0"

SW VISALIA
VISALIA, CA

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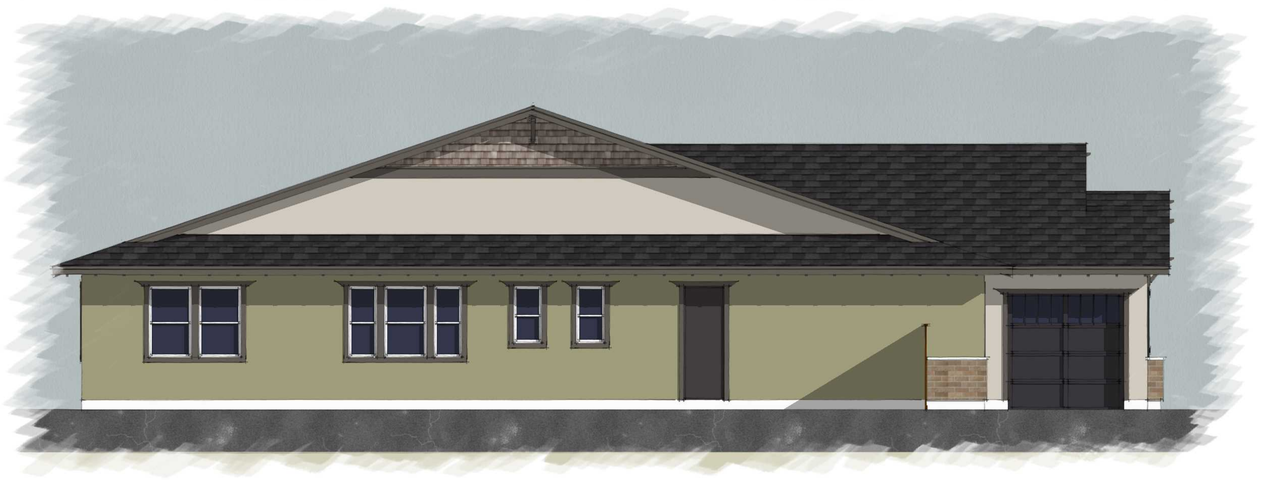
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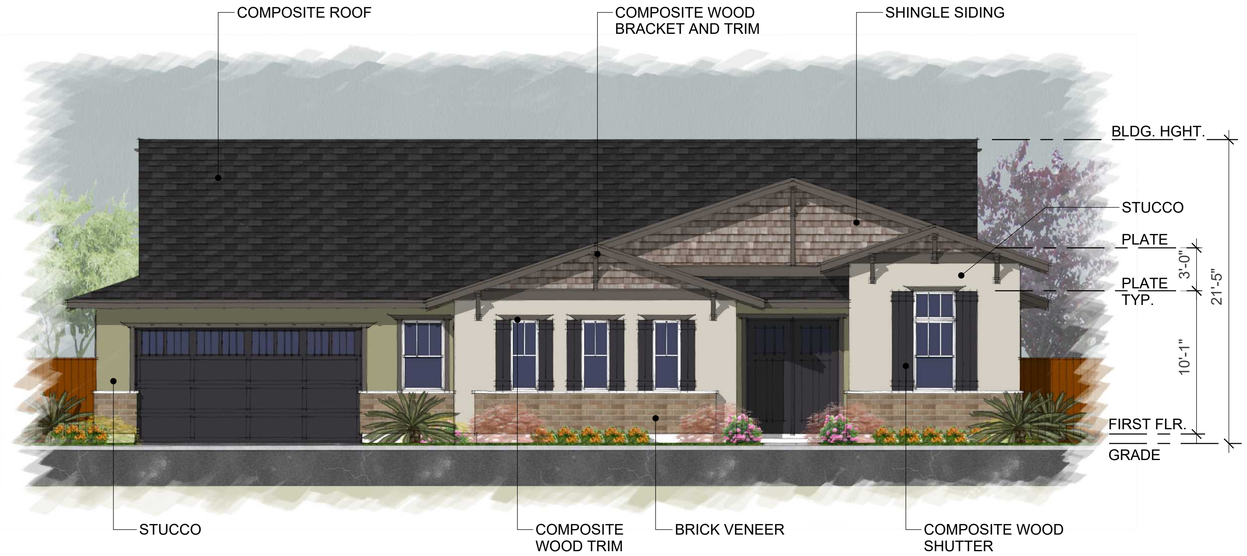
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

CRAFTSMAN

PLAN 5 - ELEVATIONS

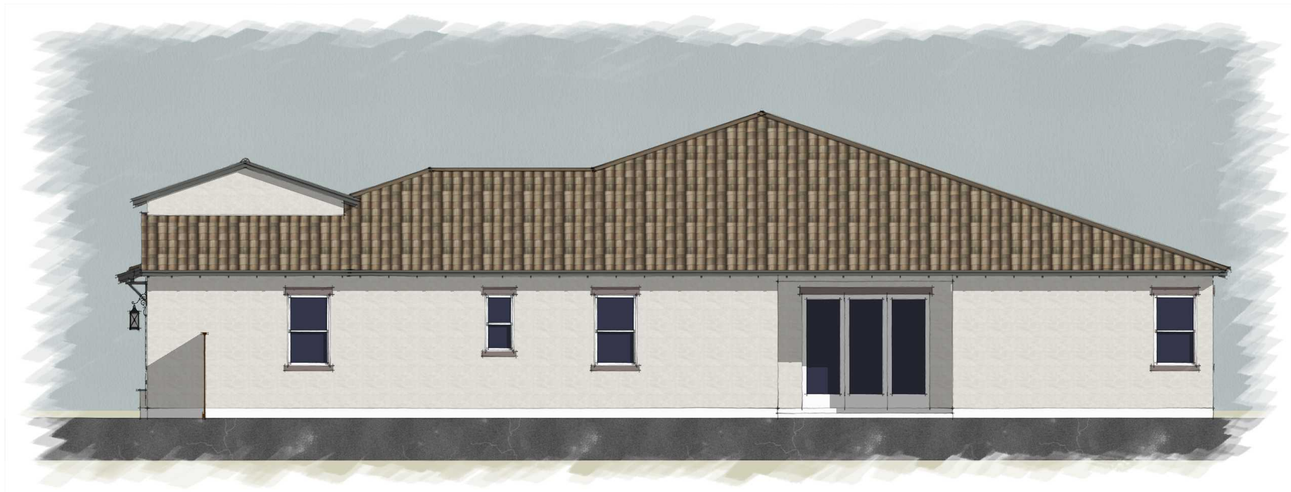
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VISALIA, CA

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RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

SANTA BARBARA

PLAN 5 - ELEVATIONS

Scale: 3/16 = 1'-0"

SW VISALIA
VISALIA, CA

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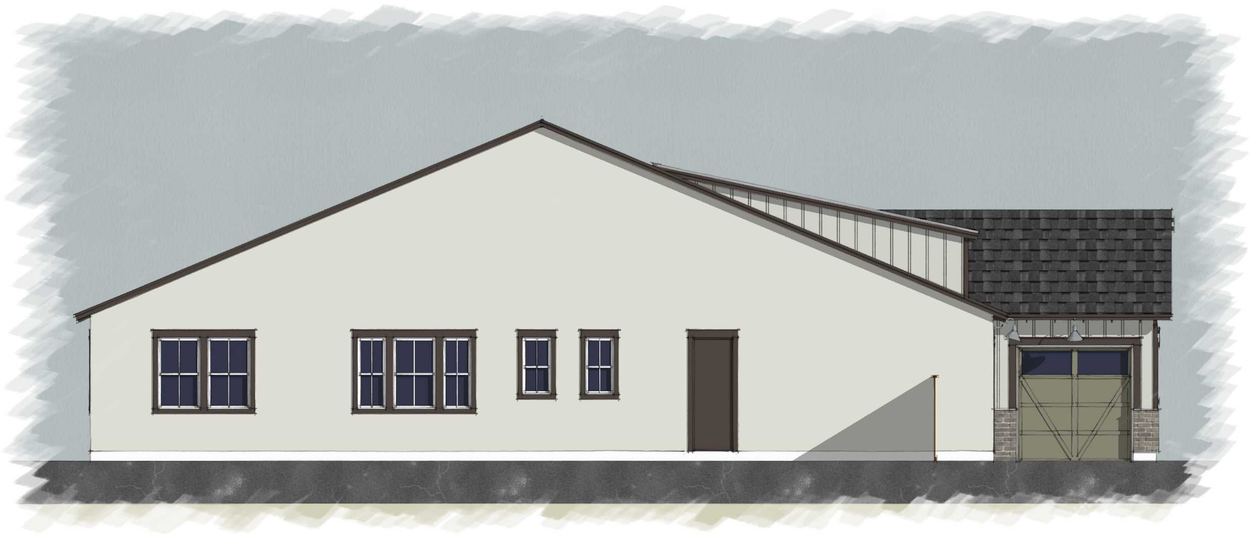
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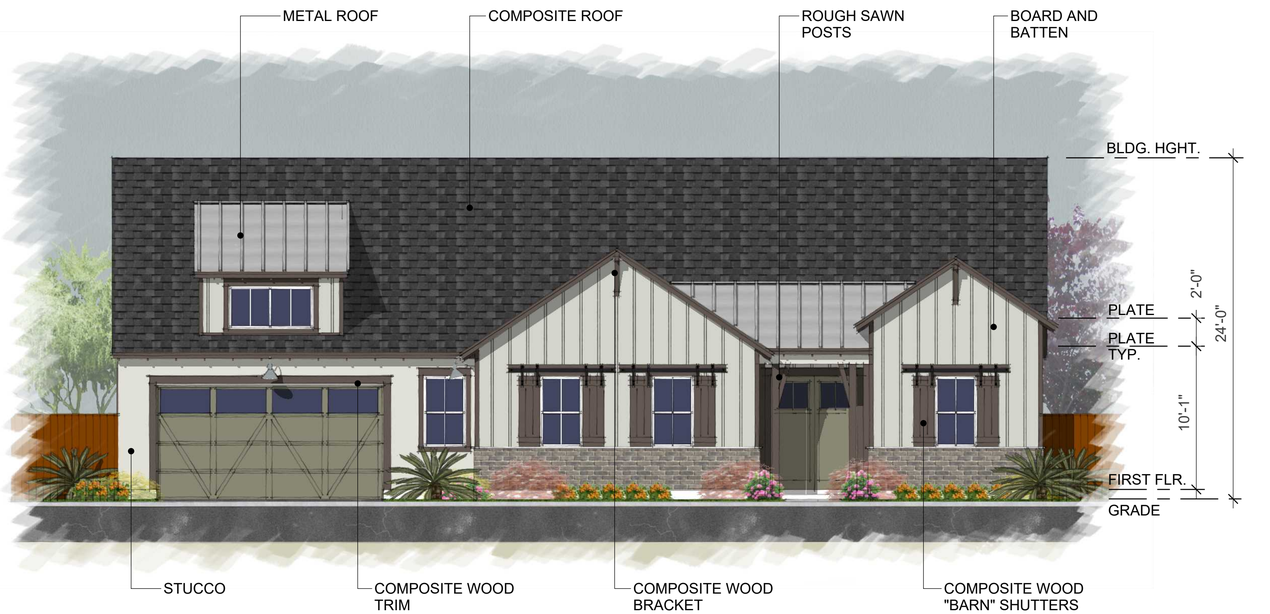
RIGHT



REAR



LEFT



FRONT

Woodside HOMES
Folsom, CA

FARMHOUSE

PLAN 5 - ELEVATIONS

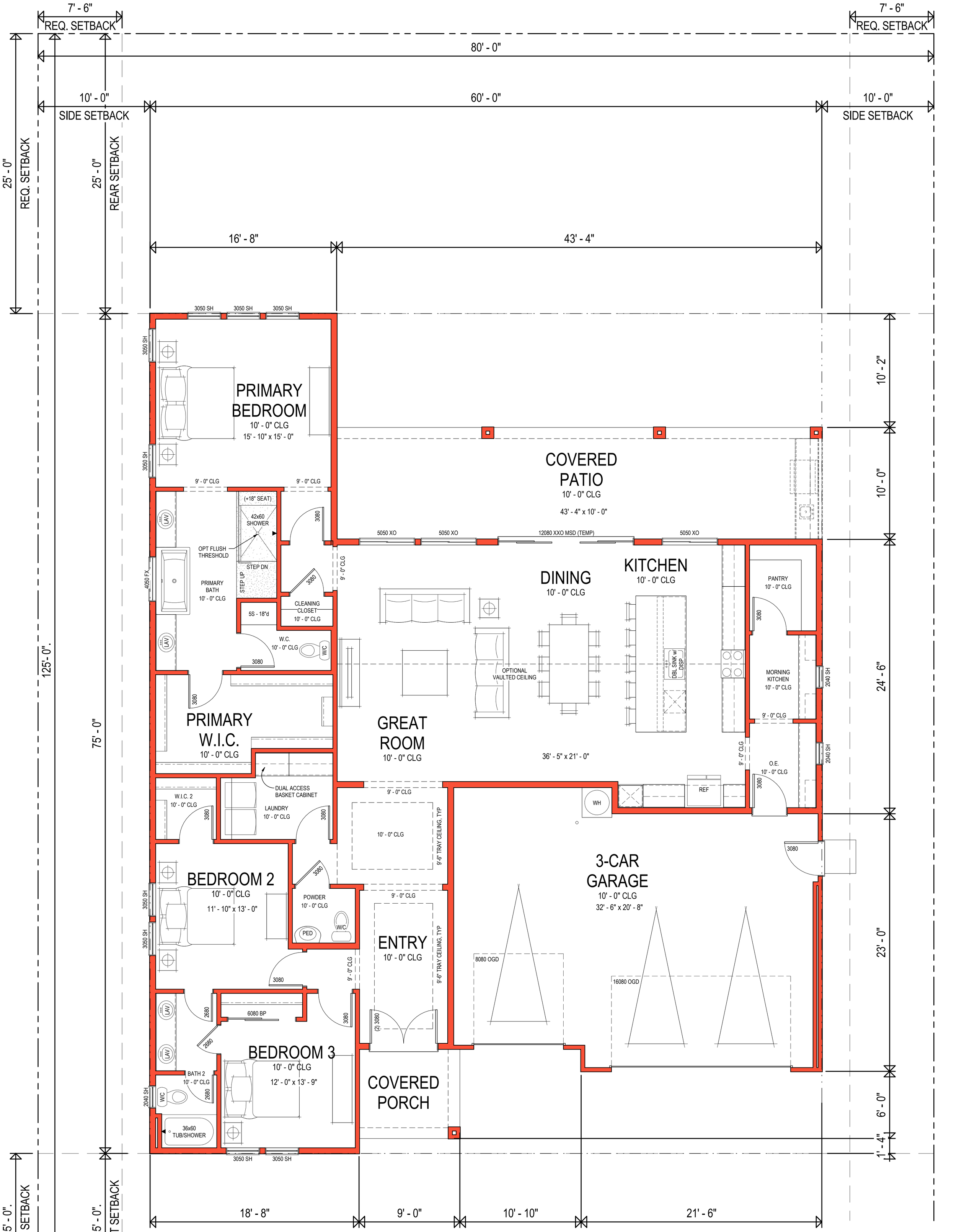
Scale: 3/16" = 1'-0"

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Main Floor Plan

SCALE: 1/4" = 1'-0"

MAIN FLOOR LIVABLE	2515 SF
LIVABLE	2515 SF
3-CAR GARAGE	769 SF
COVERED PATIO	433 SF
PORCH	72 SF
NON-LIVABLE	1274 SF
ELEVATION A	3789 SF

Plan 1

60'Wx75'D

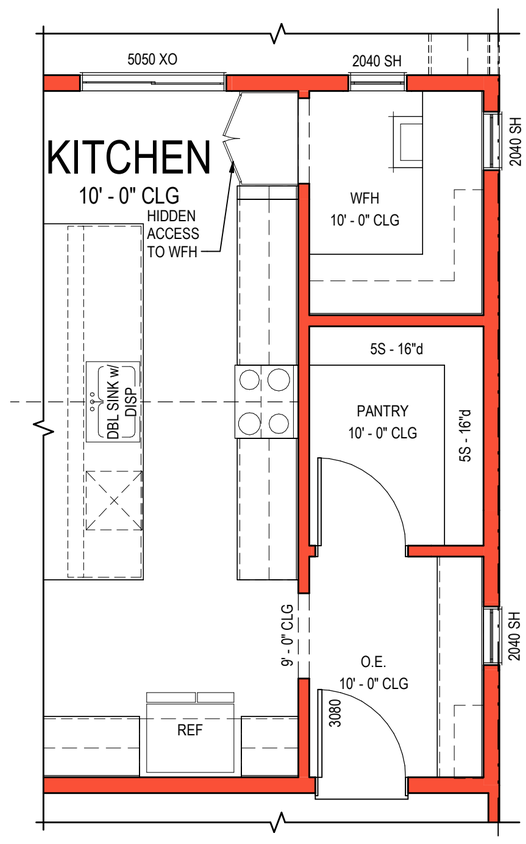
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Optional Work From Home

SCALE: 1/4" = 1'-0"

Plan 1

60'Wx75'D

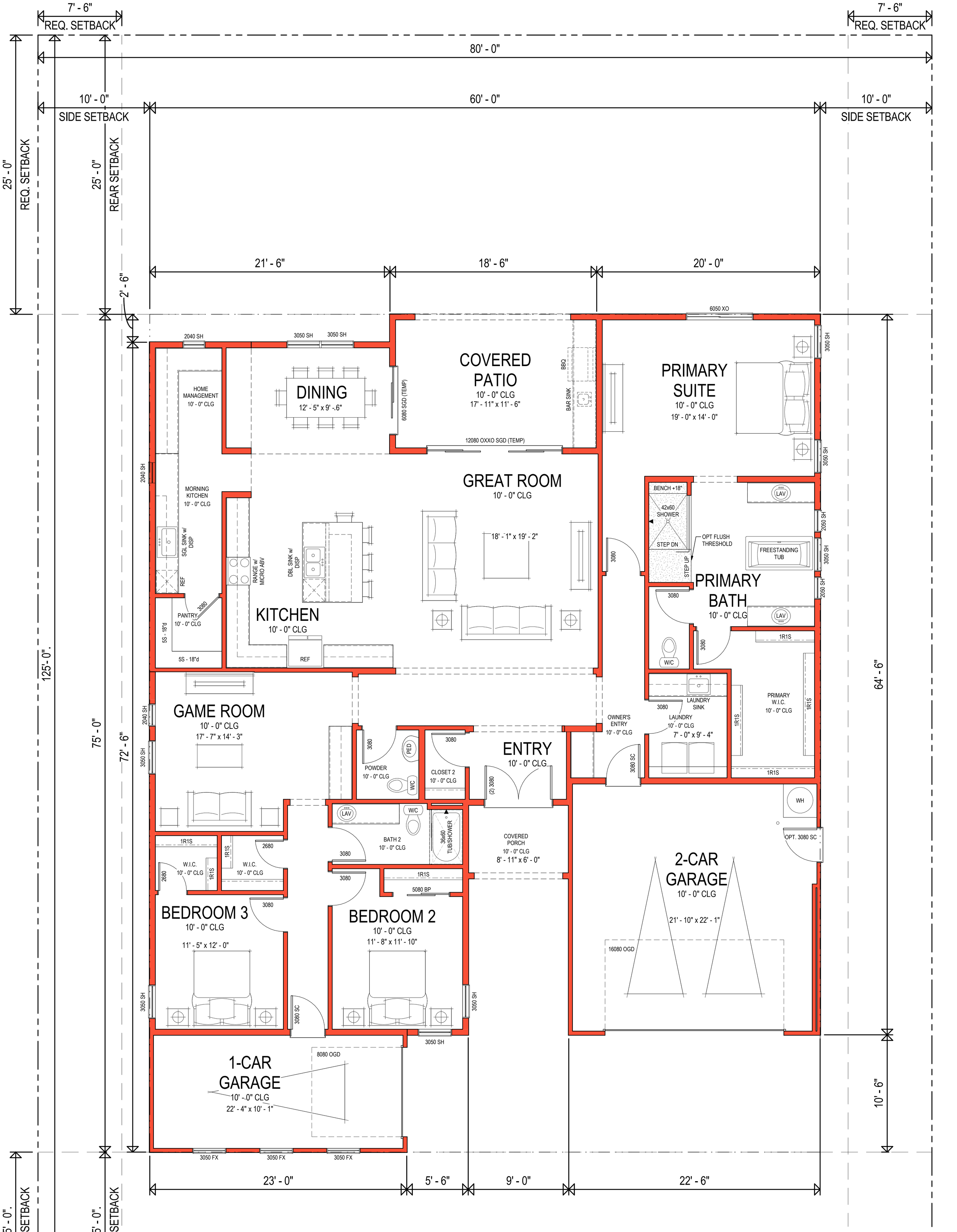
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Main Floor Plan

SCALE: 1/4" = 1'-0"

MAIN FLOOR LIVABLE	2963 SF
LIVABLE	2963 SF
3-CAR GARAGE	25 SF
COVERED PATIO	25 SF
PORCH	25 SF
NON-LIVABLE	75 SF
ELEVATION A	3038 SF

Plan 2

60'Wx75'D

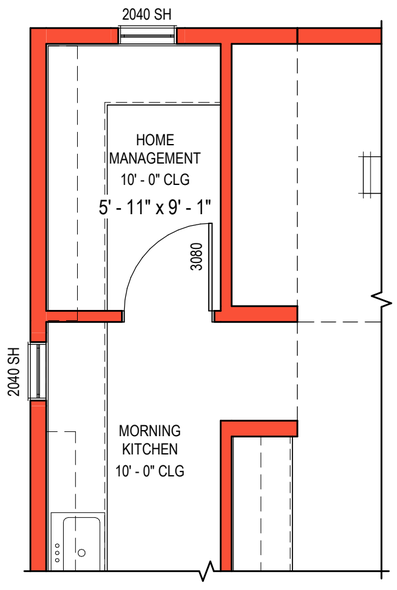
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Visalia, California

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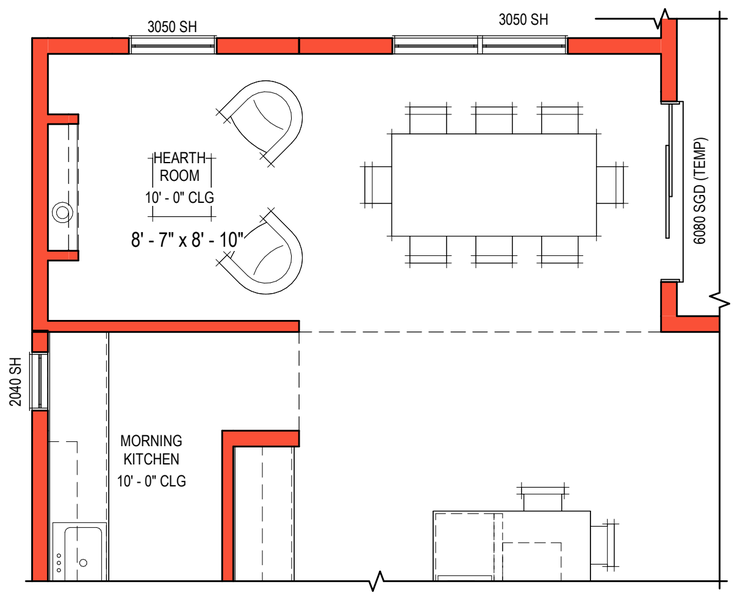
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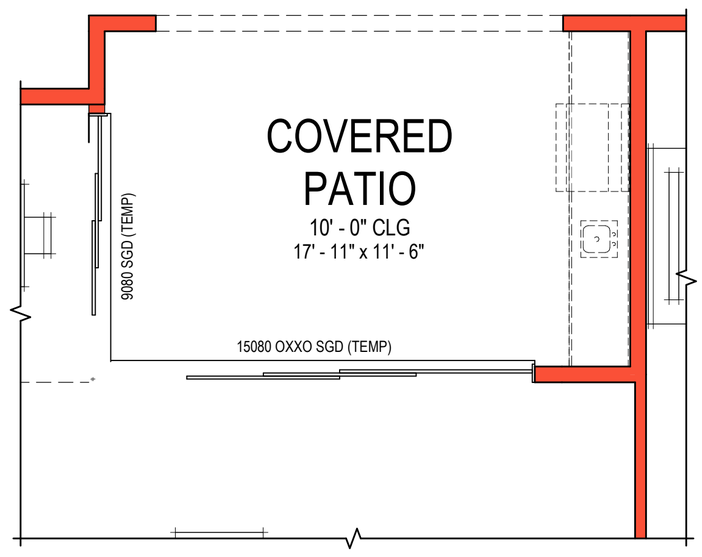
Optional Enclosed Home Management

SCALE: 1/4" = 1'-0"



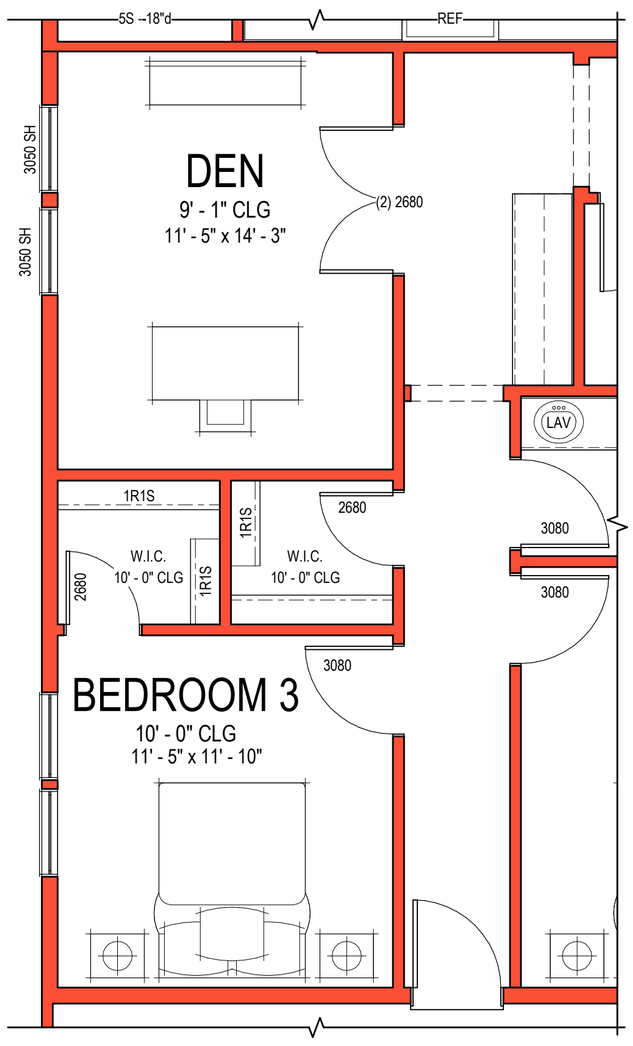
Optional Hearth Room

SCALE: 1/4" = 1'-0"



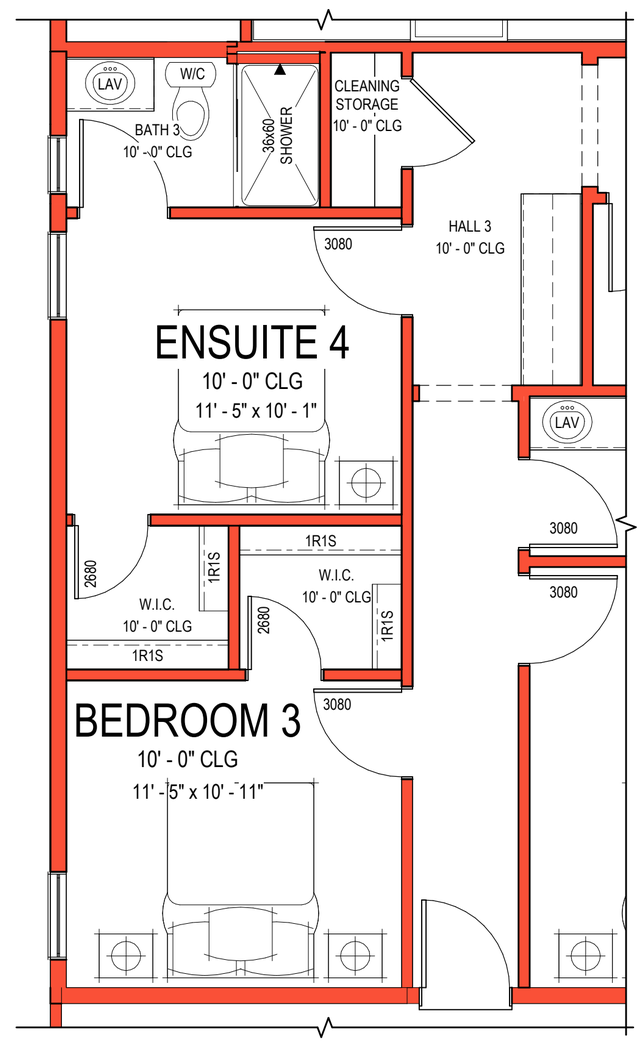
Optional Corner Slider

SCALE: 1/4" = 1'-0"



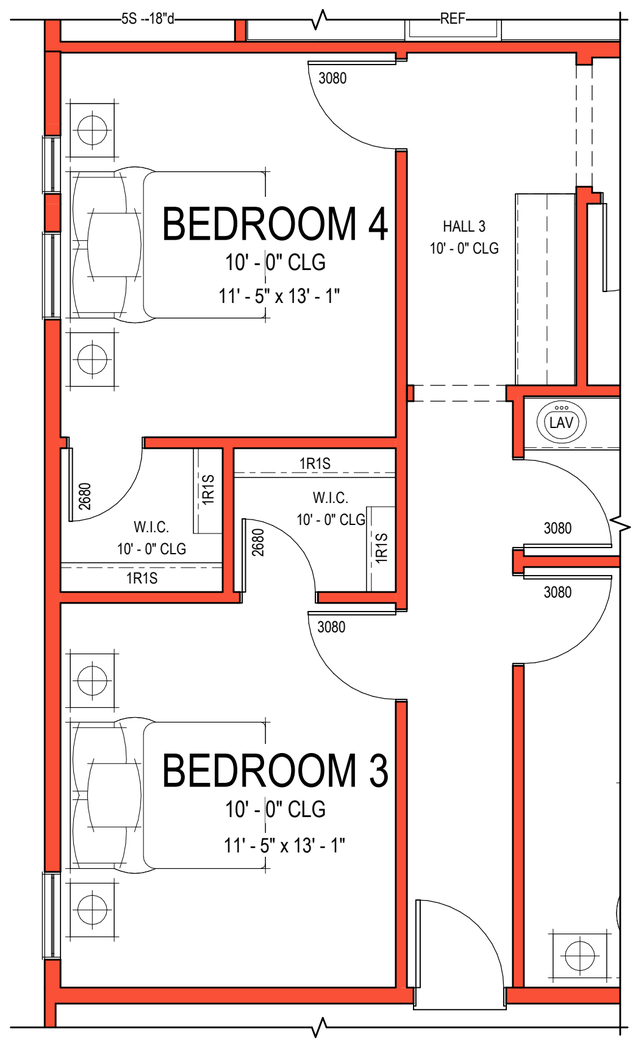
Den Option

SCALE: 1/4" = 1'-0"



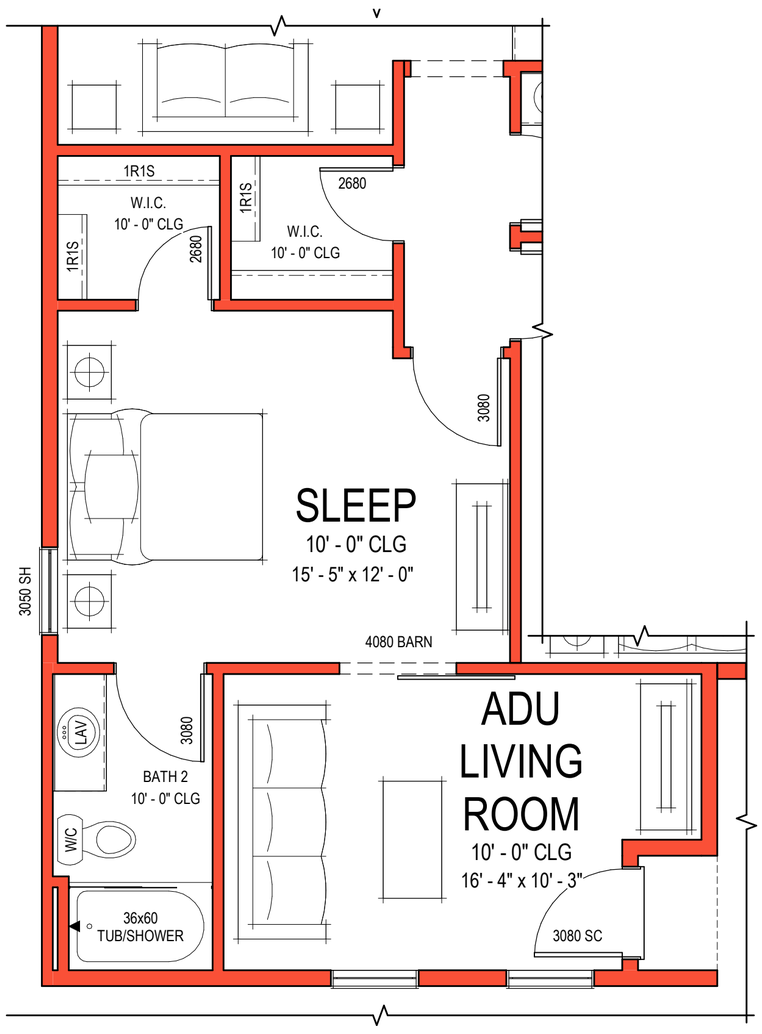
Ensuite Option

SCALE: 1/4" = 1'-0"



Bedroom 4 Option

SCALE: 1/4" = 1'-0"



ADU Option

SCALE: 1/4" = 1'-0"

Plan 2

60'Wx75'D

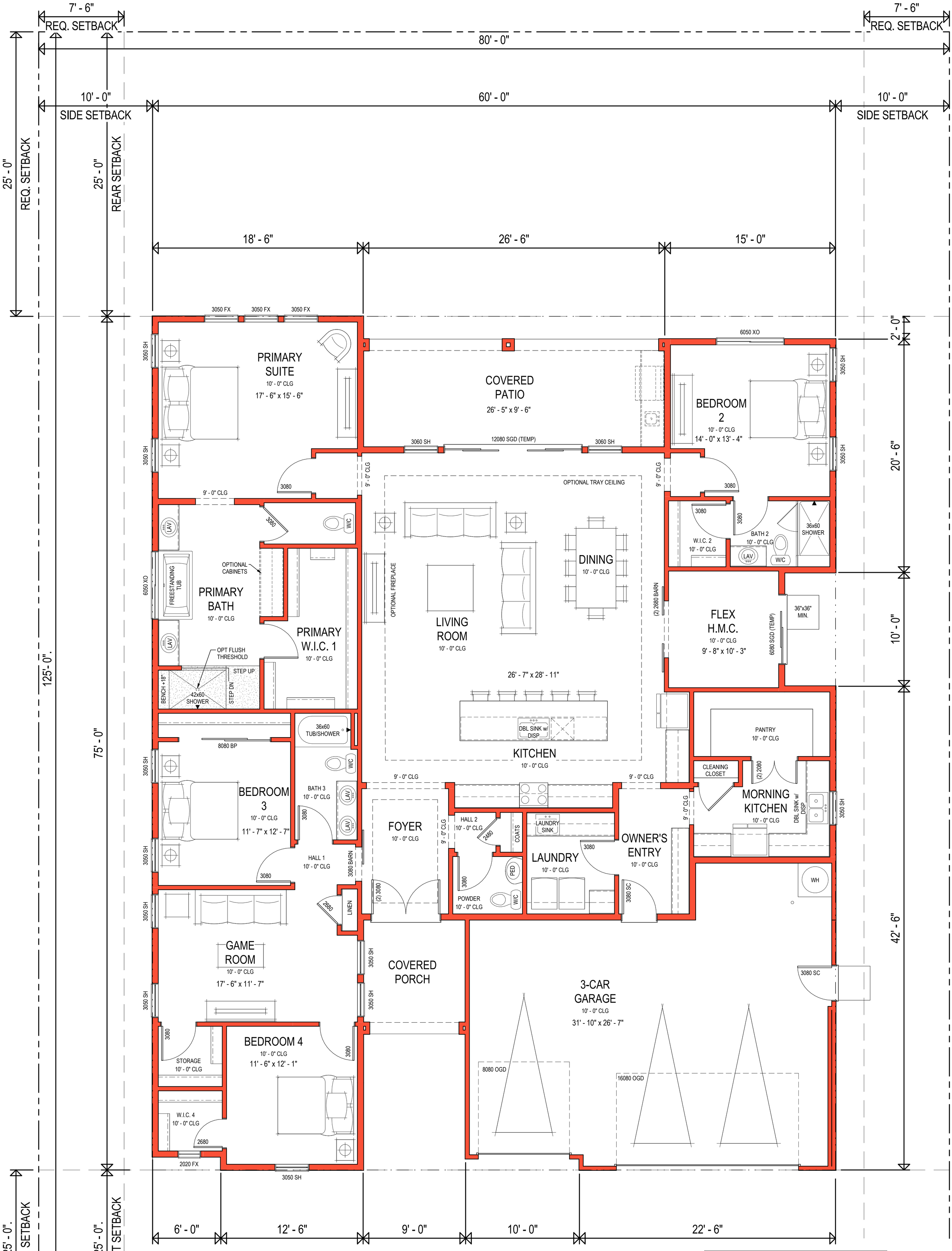
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MAIN FLOOR LIVABLE	3139 SF
LIVABLE	3139 SF
3-CAR GARAGE	767 SF
COVERED PORCH	90 SF
COVERED PATIO	252 SF
OPTIONAL COURTYARD	80 SF
NON-LIVABLE	1189 SF
ELEVATION A	4328 SF

Main Floor Plan

SCALE: 1/4" = 1'-0"

Plan 3

60'Wx75'D

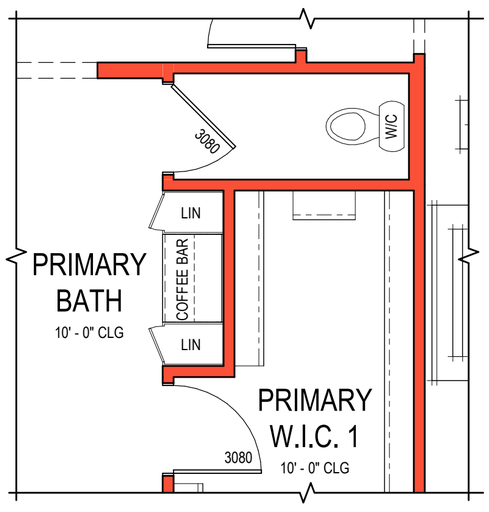
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Visalia, California

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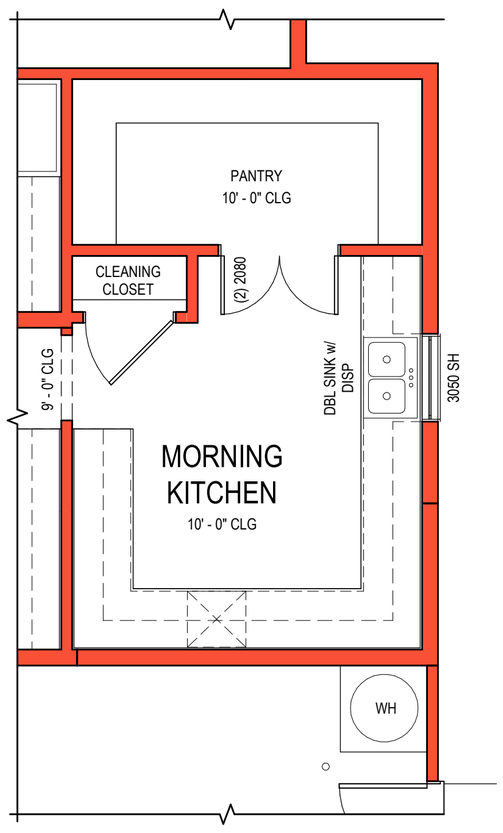
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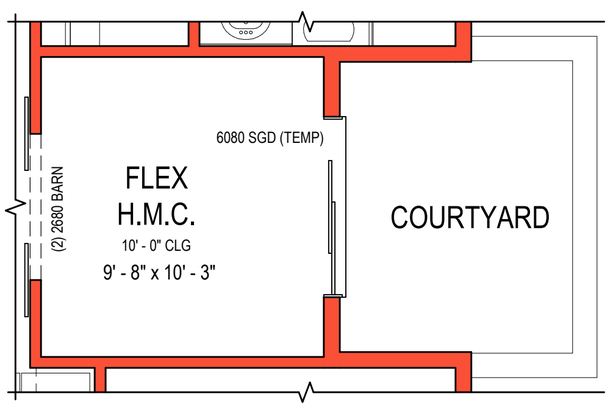
Coffee Bar Option

SCALE: 1/4" = 1'-0"



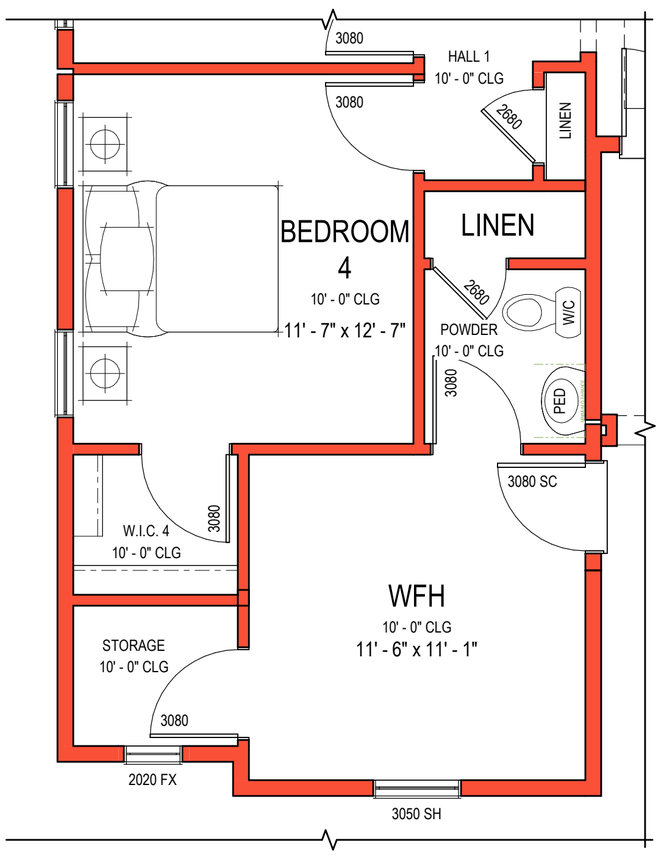
Expanded Morning Kitchen

SCALE: 1/4" = 1'-0"



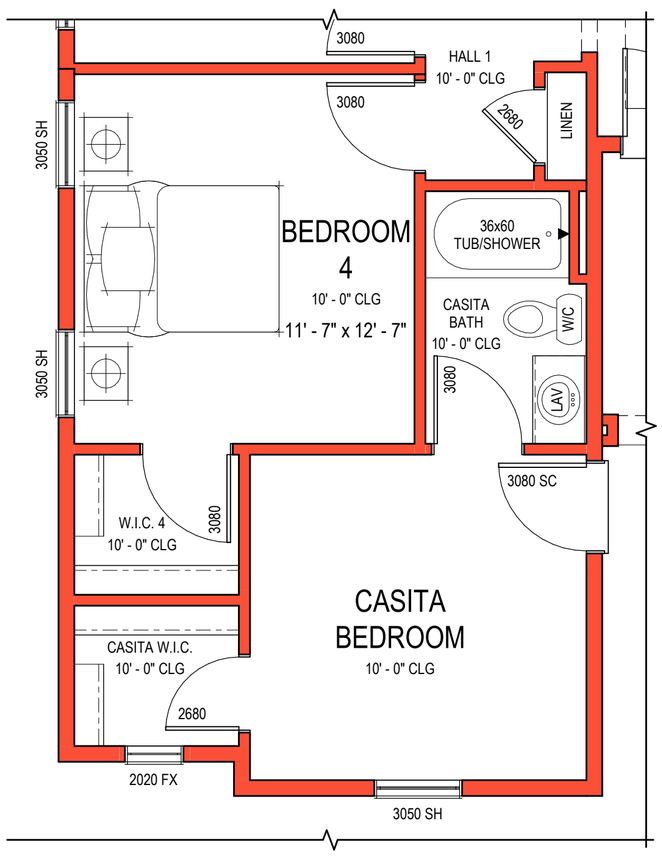
Courtyard Option

SCALE: 1/4" = 1'-0"



WFH Option

SCALE: 1/4" = 1'-0"



Casita Option

SCALE: 1/4" = 1'-0"

Plan 3

60'Wx75'D

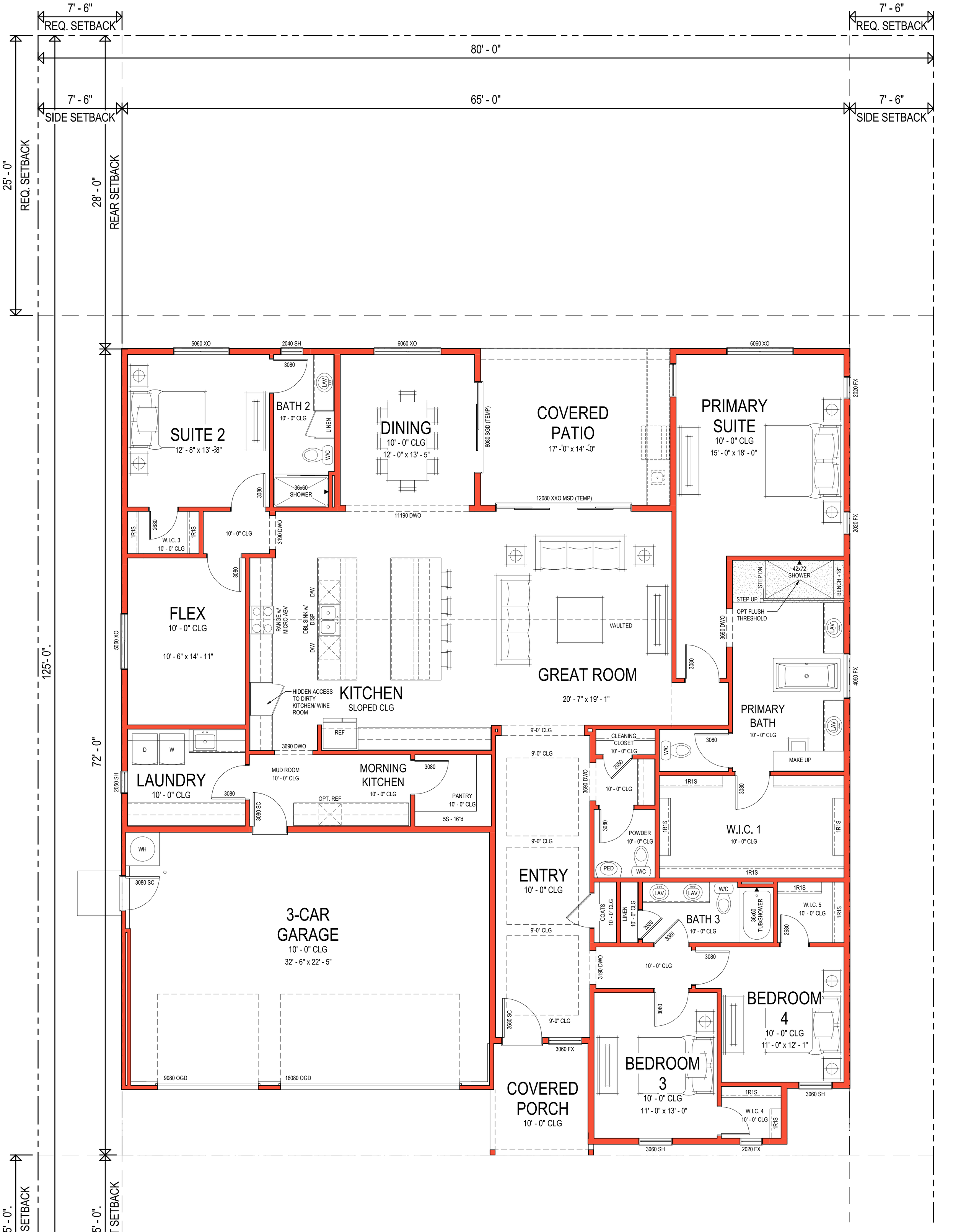
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SW VISALIA
Visalia, California

BSB DESIGN
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May 03, 2023 | SF230159.00



Main Floor Plan

SCALE: 1/4" = 1'-0"

Plan 4

65'Wx72'D

MAIN FLOOR LIVABLE	3353 SF
LIVABLE	3353 SF
3-CAR GARAGE	793 SF
COVERED PORCH	87 SF
COVERED PATIO	237 SF
NON-LIVABLE	1117 SF
ELEVATION A	4470 SF

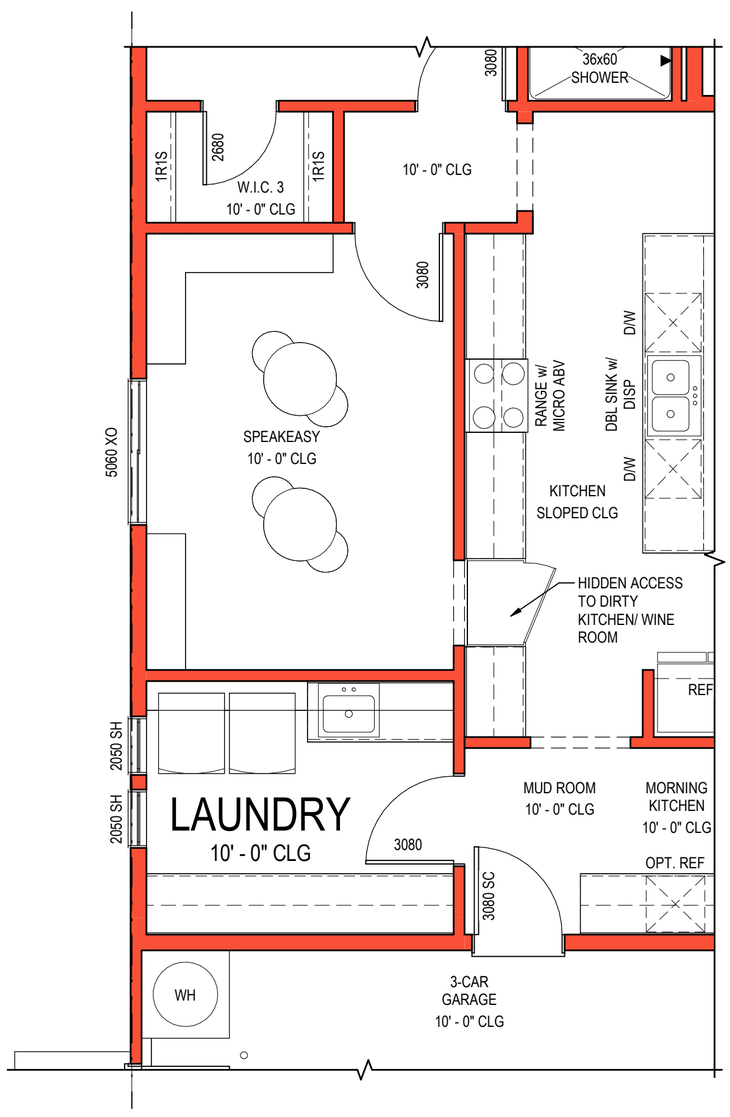
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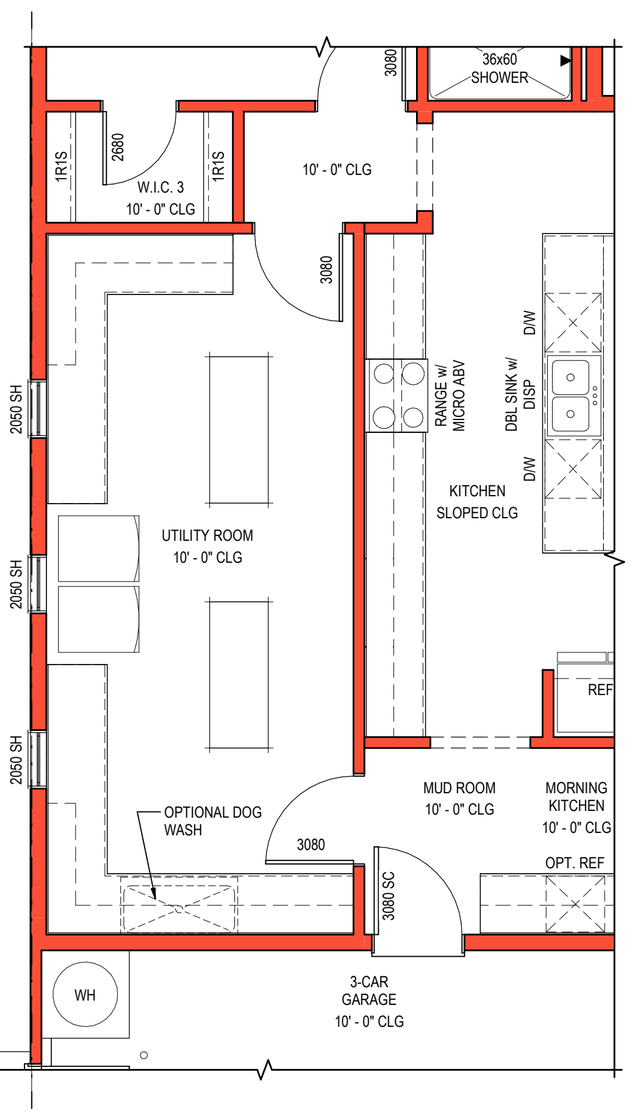
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May 03, 2023 | SF230159.00



Optional Speakeasy

SCALE: 1/4" = 1'-0"



Optional Utility Room

SCALE: 1/4" = 1'-0"

Plan 4

60'Wx72'D

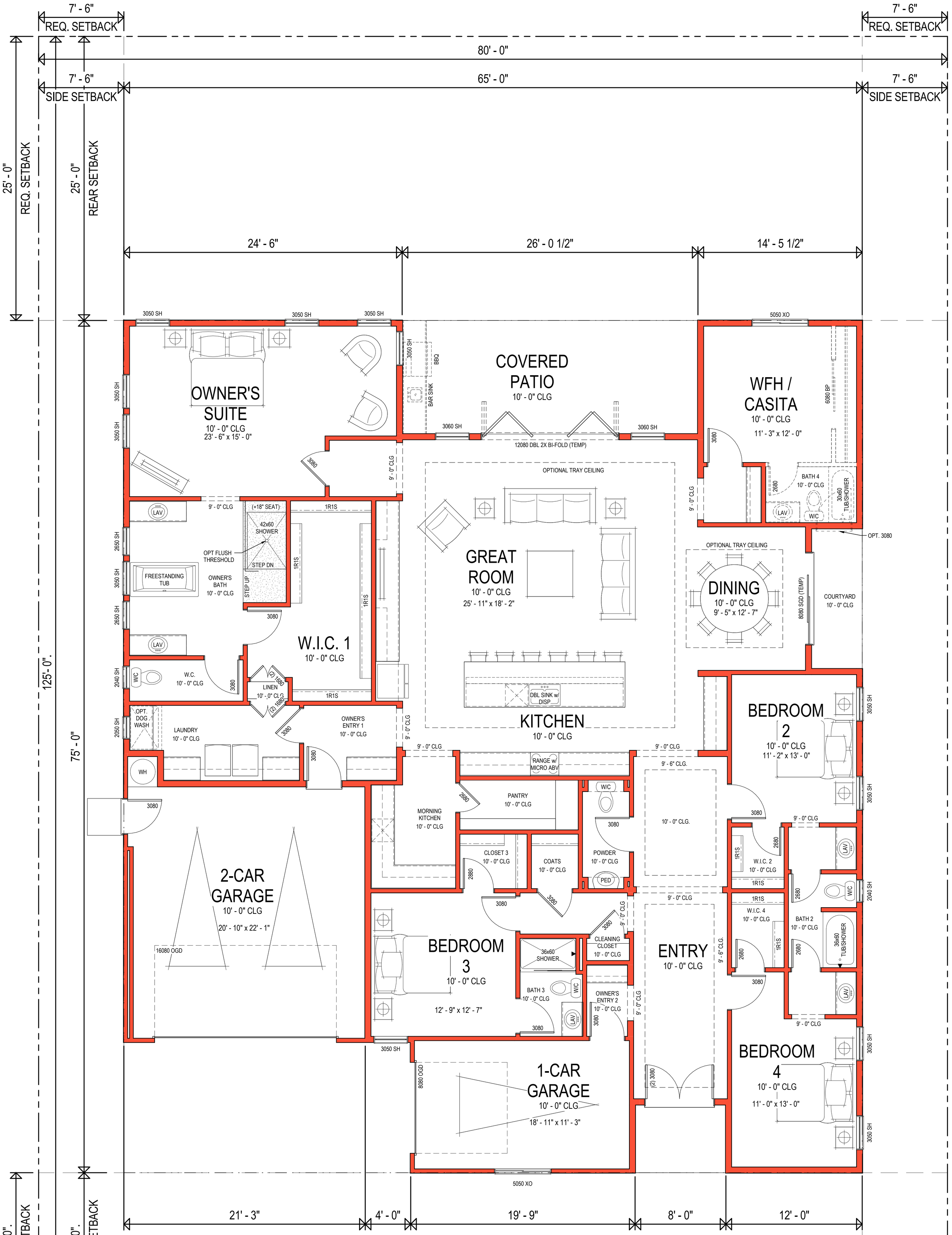
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May 03, 2023 | SF230159.00



Main Floor Plan

SCALE: 1/4" = 1'-0"

MAIN FLOOR LIVABLE	3507 SF
LIVABLE	3507 SF
2-CAR GARAGE	486 SF
1-CAR GARAGE	228 SF
COVERED PATIO	260 SF
COVERED PORCH	48 SF
NON-LIVABLE	1022 SF
ELEVATION A	4529 SF

Plan 5

65'Wx75'D

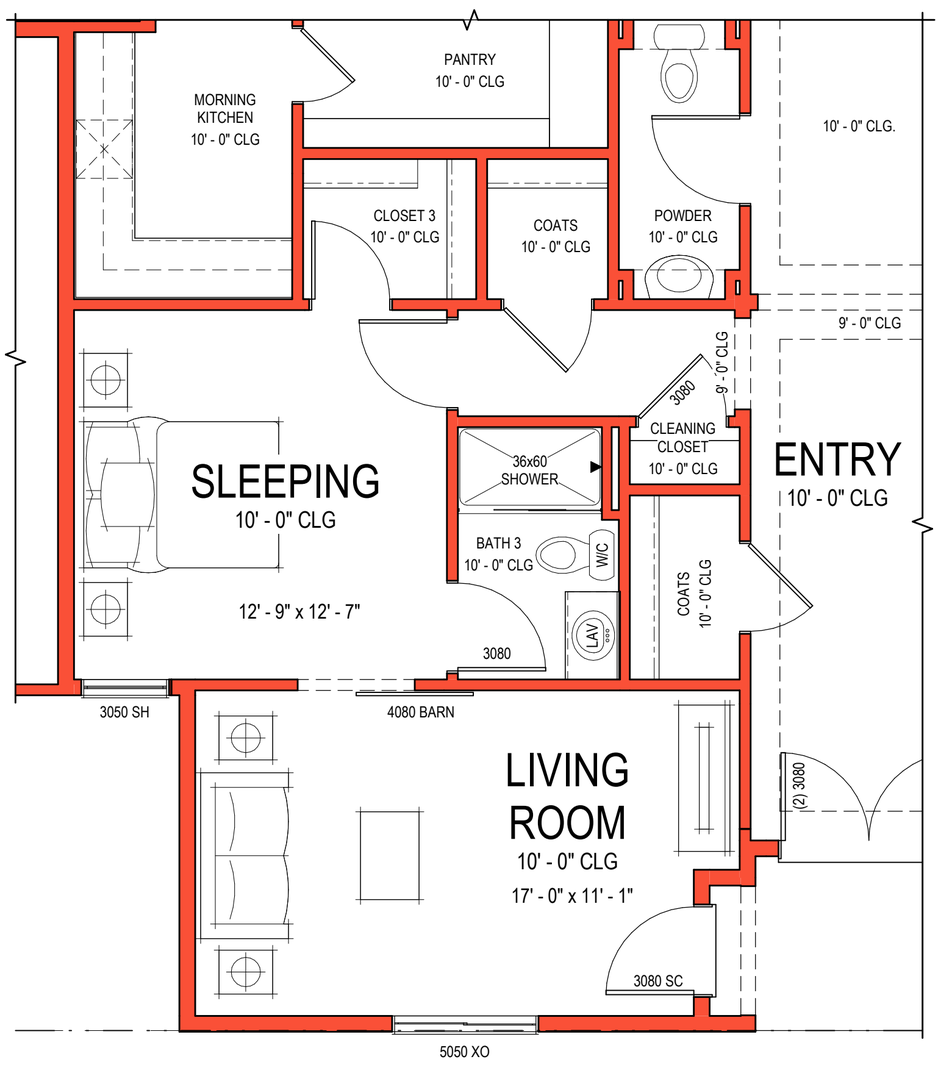
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May 03, 2023 | SF230159.00



Optional ADU

SCALE: 1/4" = 1'-0"

Plan 5

60'Wx75'D

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May 03, 2023 | SF230159.00

Project Narrative: Barr & Wood Tentative Subdivision Map

Goal

To provide a slower-paced, walkable community that supports social interactions between neighbors and has a high-end feel for the elite buyers in Visalia.

Description

Amenities will include walking pathways, split rail fences, community gates, and large parks with signature trees.

The larger park is 3.7 acres and lies within the heart of the community. This park will be a grand offering, featuring mature oak trees adorned with accent lights throughout its canopy, providing an exceptional backdrop for socializing, relaxation and community gathering. Play equipment and play areas will be specifically selected to fit the space aesthetically, offering amenities for families that will be used frequently, but without negative impacts of noise to the surrounding homes and park users using the space. Other features considered include natural play elements such as boulders and logs, as well as a small amphitheater for outdoor neighborhood movie nights and gatherings. This space will be a focal point for the community, anchoring the many lifestyle features being provided to homeowners within the neighborhood.





The walking and jogging trail that loops within the community is intended to be a highly impactful, memorable feature. The 8' concrete pathway will be well landscaped on both sides as it loops around the heart of the community, offering the opportunity for homeowners to engage in healthy and highly social activities for the entire family. The pathway connects to the park at several entry points to ensure connectivity and flow within the community.

The pathway will be bordered by a split rail fence placed at the front of the lots of the interior loop road, which along with the concrete trail and landscaping, will be maintained by the homeowner's association for continuity and assured aesthetics throughout.

The pathway is approximately three-quarters of a mile around the exterior loop, and approximately one mile if your route includes the trail through the center of the loop. Our vision for this lifestyle amenity would include community events centered around the park and trail system, including 5k runs and walking events, maximizing a sense of community unlike any other in the City.



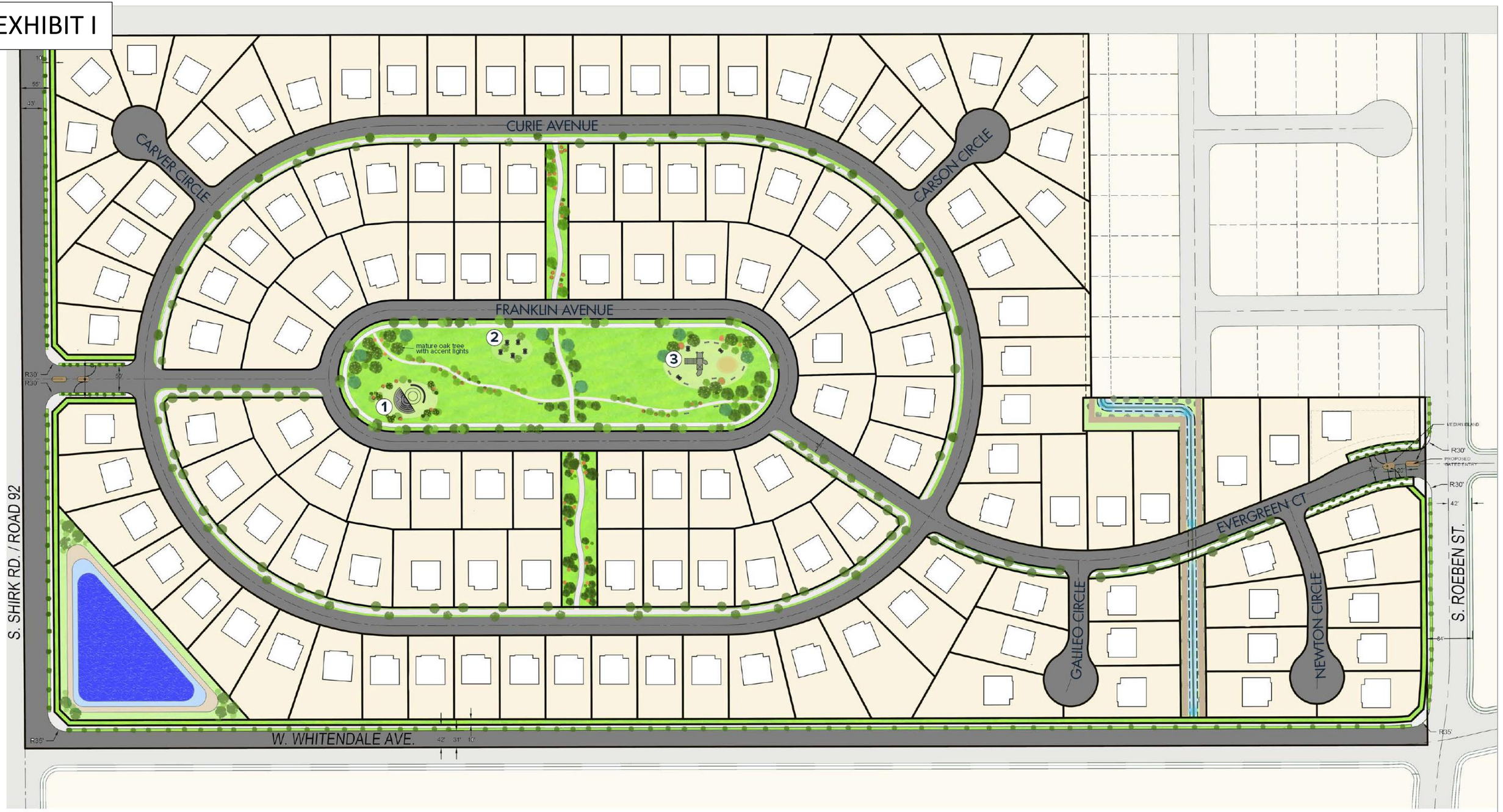


Deviations from R-1-20 Standards

Deviations from R-1-20 standards, including reduced setbacks and reduced minimum site area, are proposed for the Project. Setback deviations are requested to allow the lots to accommodate large homes to meet the needs of high-end buyers in Visalia. A reduction in minimum site area is proposed to facilitate the highly walkable, sociable neighborhood envisioned by the developer. The proposed deviations from R-1-20 standards are summarized in the table below. The additional space created by this deviation is necessary to provide the generous park space and other amenities proposed by the project.

Proposed Deviations from R-1-20 Standards		
	R-1-20 Standards	**Proposed Project**
Minimum Site Area	20,000 SF	11,592 SF
Front Yard	35 feet	30 feet
Side Yard	10 feet	5 feet
Street Side Yard	20 feet	10 feet
Rear Yard	25 feet	25 feet
Minimum Site Width	100 feet	85 feet

EXHIBIT I



4CREEKS

Conceptual Landscape Plan

Barr-Wood Subdivision

August 8, 2022

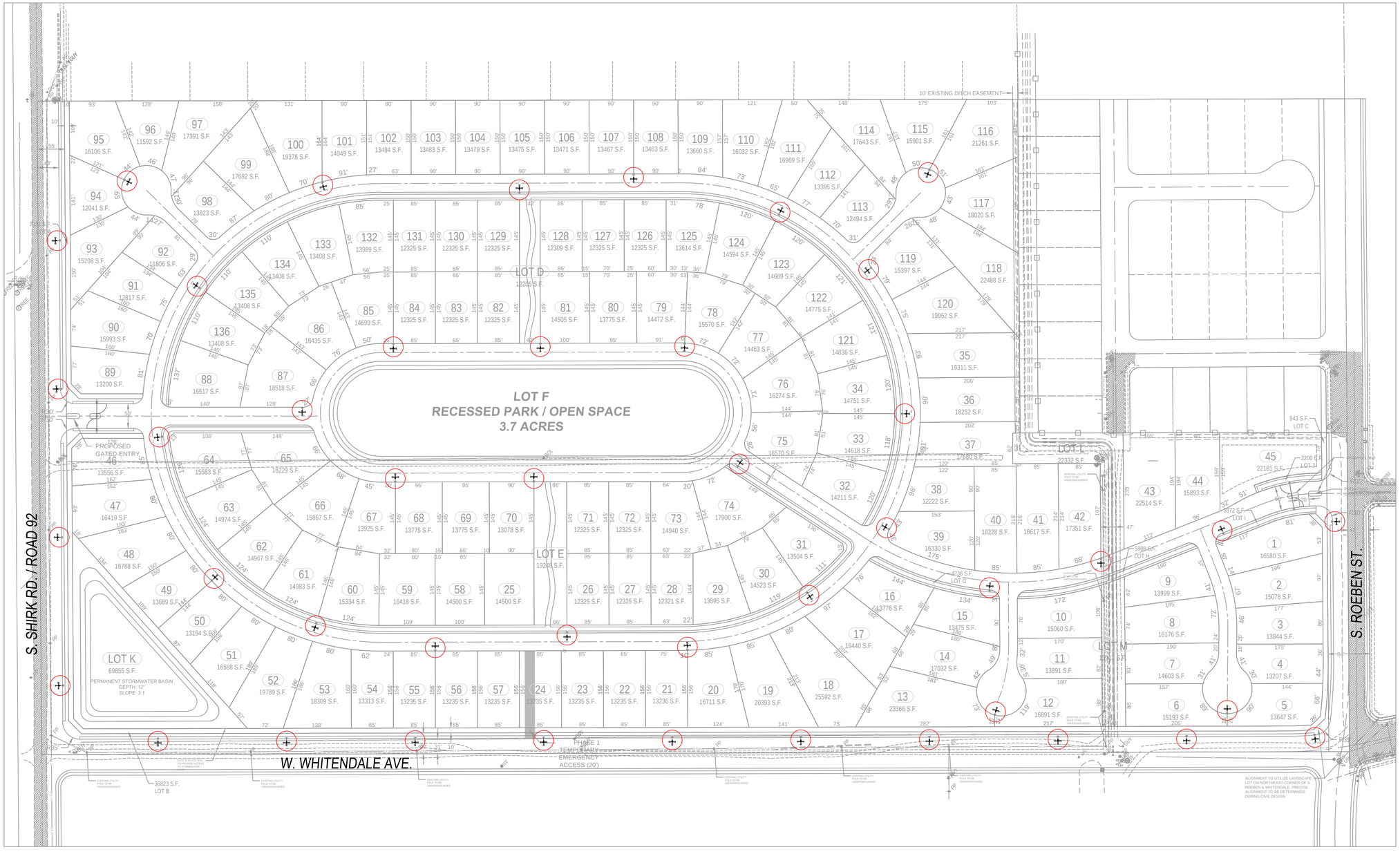
1. Amphitheater
2. Seating Area
3. Play Area

N

0 100 200

BARR-WOOD SUBDIVISION

STREET LIGHT EXHIBIT



NORTH

PREPARED BY:

4CREEKS
324 S. SANTA FE, STE. A
P.O. BOX 7593
VISALIA, CA 93292
TEL: 559.802.3052
FAX: 559.802.3215

CITY OF VISALIA
315 E. ACEQUIA AVENUE
VISALIA, CA 93291

NOTICE OF A PROPOSED INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Project Title:

Barr & Wood Subdivision – Annexation No. 2022-03, Barr & Wood Tentative Subdivision Map No. 5588, Conditional Use Permit No. 2022-06, and Tentative Parcel Map No. 2022-02

Project Description:

Annexation No. 2022-03: A request by Woodside Homes to annex one parcel totaling approximately 69.35-acres into the City Limits of Visalia. Upon annexation the area would be zoned R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size), which is consistent with the General Plan Land Use Designation of Residential Very Low Density.

Barr & Wood Tentative Subdivision Map No. 5588: A request by Woodside Homes to subdivide a 69.35-acre parcel into 136 lots for single-family residential use and additional lots for private streets, landscaping and lighting district lots, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone.

Conditional Use Permit No. 2022-06: A request by Woodside Homes to allow a planned unit development on a 69.35-acre parcel consisting of 136 single-family residential lots, private streets, two gated entries, landscaping and lighting district lots, and a pocket park, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone.

Tentative Parcel Map No. 2022-02: A request by Woodside Homes to subdivide 69.35 acres into three parcels for phasing and financing purposes, to be located within the R-1-20 (Single-Family Residential, minimum 20,000 square foot lot size) zone.

The Project would result in onsite and offsite infrastructure improvements including but not limited to new and relocated utilities, new private and public residential streets, improvements of South Roeben Street and South Shirk Road, and the continuation and improvement of West Whitendale Avenue. The Project would require no demolition. The construction of the Project will be in three phases (Figure 3-5). Phase one will include 45 homes and the eastern site entrance, as well as a temporary emergency access road and storm drainage basin. The second phase will include 44 homes, the western site entrance, the stormwater drainage pond, and the central park. Phase three will include the remaining 47 homes.

Project Location: The project site is located at the northwest corner of South Roeben Street and West Whitendale Avenue (APN: 119-022-041).

Contact Person: Cristobal Carrillo, Associate Planner. Phone: (559) 713-4443. Email: cristobal.carrillo@visalia.city

Time and Place of Public Hearing: A public hearing will be held before the Visalia Planning Commission on June 26, 2023 at 7:00 p.m. in the City Hall Council Chambers located at 707 W. 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, with mitigation

measures, will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Mitigated Negative Declaration: Initial Study No. 2022-18 has identified environmental impact(s) that may occur because of the project; however, with the implementation of mitigation measures identified, 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, and online at:

https://www.visalia.city/depts/community_development/planning/ceqa_environmental_review.asp.

Comments on this proposed Mitigated Negative Declaration will be accepted from June 1, 2023 to June 20, 2023.

Date: 5/31/2023

Signed: 

Brandon Smith, AICP
Environmental Coordinator
City of Visalia

Initial Study and Mitigated Negative Declaration for Barr-Wood Subdivision

April 2023



Prepared By:

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

Prepared For:

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

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Section 1

Initial Study/Negative Declaration Process

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 1
CEQA Review Process

Project Title: Barr-Wood Subdivision

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 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

The Initial Study provided herein covers the potential environmental effects of the construction and operation of 136 low density residential dwelling units on approximately 69.35 gross acres. The proposed project site is prezoned for R-1-20, and the General Plan designation is Very Low Density Residential. The City of Visalia will act as the Lead Agency for processing the Initial Study/Mitigated Negative Declaration pursuant to 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 determination if there are significant effects of the project on the environment. A copy of the completed Environmental Checklist is set forth 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 prior to 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.

Prior to 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 on the basis of 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 prior to 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 for 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 pertaining to 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

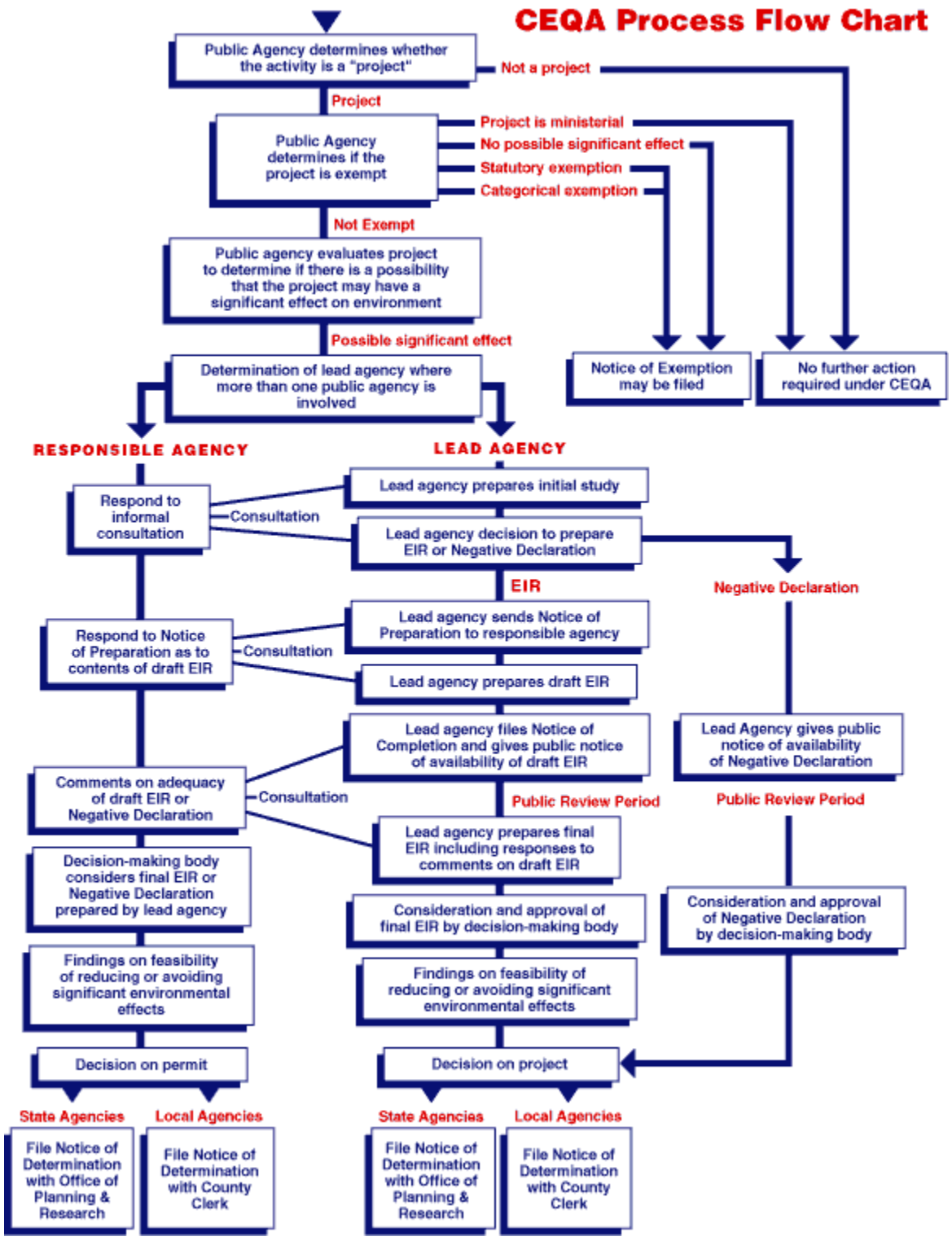
The Initial Study/Negative Declaration document is an informational document that is intended to inform decision-makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed project. The environmental review process has been established to enable the 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 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: Barr-Wood Subdivision

2.1 Project Description and Purpose

The Project proposes a 136-unit, low-density single-family development with a central park and walking trails on 69.35 gross acres within the City of Visalia Planning Area. The Project site's existing General Plan land use designation is Residential Very Low Density, which corresponds to a prezone of R-1-20 (single-family residential, 20,000 square feet minimum lot size). The project includes 136 homes, averaging 11,592 square feet per lot, a 3.7-acre recessed park with walking trails, and a drainage pond.

The Project would result in onsite and offsite infrastructure improvements including new and relocated utilities, new residential streets, improvements of South Roeben Street and South Shirk Road, and the continuation and improvement of West Whitendale Avenue. The Project would require no demolition. The construction of the Project will be in three phases (Figure 3-5). Phase one will include 45 homes and the eastern site entrance, as well as a temporary emergency access road and storm drainage basin. The second phase will include 44 homes, the western site entrance, the stormwater drainage pond, and the central park. Phase three will include the remaining 47 homes.

The Project will require annexation into the City of Visalia; however, it is within the Visalia Planning Area and borders existing single-family homes within City Limits. Along with the annexation, the Project plans on splitting the existing parcel into three parcels to coincide with the phased development of the Project (Figure 3-3).

The Project requires a conditional use permit for three reasons. First, the Project is planning for a minimum lot size of 11,592 square feet rather than the 20,000 square feet R-1-20 zone requires. The second reason is reduced front and side yard setbacks. The R-1-20 zone requires a minimum setback of 35 feet in the front and 10 feet on the sides. The Project is planning for setbacks of 30 feet and 5 feet, respectively. The third reason is the minimum width of the lots. The R-1-20 zone requires a minimum width of 100 feet on interior lots and 110 feet on corner lots. The Project plans for a minimum width of 85 feet, ranging to a maximum of 206 feet.

2.2 Project Location

The proposed project site is located within in the City of Visalia Planning Area within Tulare County. The site is West of South Roeben Street and East of South Shirk Road. The site is approximately 4 miles Southwest of the Visalia downtown. The Project involves construction on approximately 69.35 acres on APN 119-022-041. The site is topographically flat and is bounded by agricultural uses (Including a Dairy Farm) to the South and East, and single-family housing to the North and West. The site is zoned AE-20 (Exclusive Agriculture, 20 Acre Minimum Site Area) by Tulare County but is prezoned for R-1-20 (Single Family Residential, 20,000 Square Foot Minimum Site Area) by the City of Visalia pending annexation. The

General Plan Designation is Very Low Density Residential. The site currently contains agricultural uses and vacant land.

2.3 Other Permits and Approvals

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

- Tentative Subdivision Map
- Tentative Parcel Map
- Conditional Use Permit for Lot Sizes, Lot Widths, and Lot Setbacks
- Tulare County Local Agency Formation Commission Annexation
- 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
- Roadway Dedication of Shirk Road, Roeben Street, and Whitendale Avenue



Figure 2-1. Regional Location Map

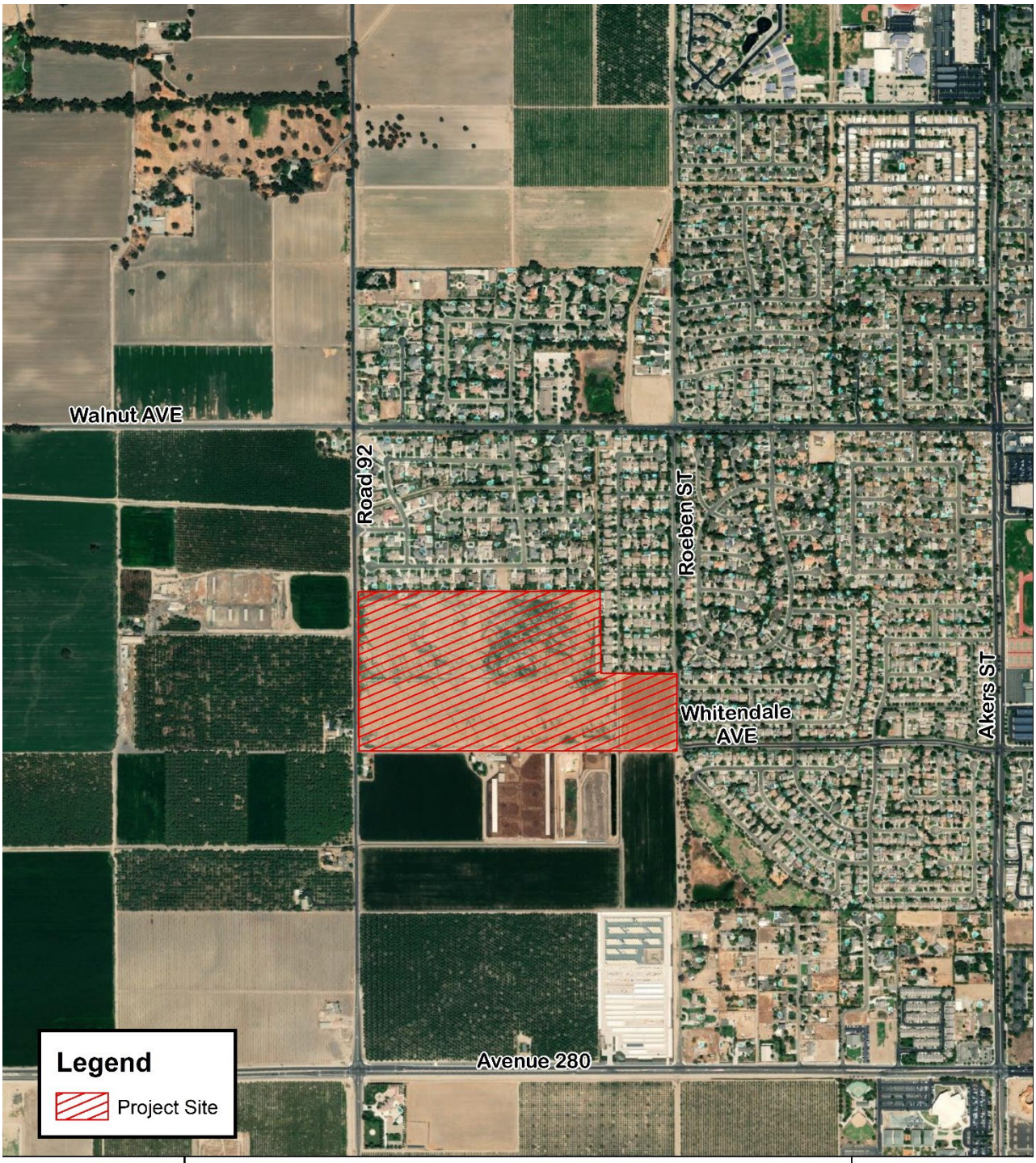


Figure 2-2. Vicinity Map

Section 3

Evaluation of Environmental Impacts

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 3
Evaluation of Environmental Impacts

Project Title: Barr-Wood Subdivision

This document is the Initial Study/Mitigated Negative Declaration for the proposed construction and operation of 136-unit, low-density single-family development with a central park and walking trails on 69.35 gross acres within the City of Visalia. The City of Visalia will act as Lead Agency for this 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:** Barr-Wood Subdivision

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:** Woodside Homes
   9 River Park Place East, Suite 430
   Fresno, CA 93720
   Phone Number: (559)-437-5010

4. **Project Location:** The proposed project site is located within in the City of Visalia Planning Area within Tulare County. The site is West of South Roeben Street and East of South Shirk Road. The site is approximately 4 miles Southwest of the Visalia downtown. The Project involves construction on approximately 69.35 acres on APN 119-022-041. The site is topographically flat and is bounded by agricultural uses (Including a Dairy Farm) to the South and East, and single-family housing to the North and West. The site is zoned AE-20 (Exclusive Agriculture, 20 Acre Minimum Site Area) by Tulare County but is prezoned for R-1-20 (Single Family Residential, 20,000 Square Foot Minimum Site Area) by the City of Visalia pending annexation. The General Plan Designation is Very Low Density Residential. The site currently contains agricultural uses and vacant land.

5. **General Plan Designation:** The proposed project site is designated as Very Low Density Residential by the Visalia General Plan.

6. **Zoning Designation:** The site is zoned AE-20 by Tulare County but is prezoned for R-1-20 by the City of Visalia.

7. **Project Description:** The Project proposes a 136-unit, low-density single-family development with a central park and walking trails on 69.35 gross acres within the City of Visalia Planning Area. The Project site's existing General Plan land use designation is Residential Very Low Density, which corresponds to a prezone of R-1-20 (single-family residential, 20,000 square feet minimum lot size). The project includes 136 homes, averaging 11,592 square feet per lot, a 3.7-acre recessed park with walking trails, and a drainage pond.

   The Project would result in onsite and offsite infrastructure improvements including new and relocated utilities, new residential streets, improvements of South Roeben Street and South Shirk Road, and the continuation and improvement of West Whitendale Avenue. The Project will require no demolition. The construction of the Project will be in three phases (Figure 3-4). Phase one will include 45 homes and the eastern site entrance, as well as a temporary emergency access road and storm drainage basin. The second phase will include 44 homes, the western site entrance, the stormwater drainage pond, and the central park. Phase three will include the remaining 47 homes.

The Project will require annexation into the City of Visalia; however, it is within the Visalia Planning Area and borders existing single-family homes within City Limits. Along with the annexation, the Project plans on splitting the existing parcel into three parcels to coincide with the phased development of the Project (Figure 3-3).

The Project requires a conditional use permit for three reasons. First, the Project is planning for a minimum lot size of 11,592 square feet rather than the 20,000 square feet R-1-20 zone requires. The second reason is reduced front and side yard setbacks. The R-1-20 zone requires a minimum setback of 35 feet in the front and 10 feet on the sides. The Project is planning for setbacks of 30 feet and 5 feet, respectively. The third reason is the minimum width of the lots. The R-1-20 zone requires a minimum width of 100 feet on interior lots and 110 feet on corner lots. The Project plans for a minimum width of 85 feet, ranging to a maximum of 206 feet.

8. **Surrounding Land Uses and Settings:**
   North: Very Low Density Residential (Visalia General Plan, Visalia Planning Area), currently Single-Family Housing.
   South: Agricultural Use (Tulare County General Plan) currently agricultural use, including a dairy.
   East: Low Density Residential (Visalia General Plan, Visalia Planning Area) currently Single-Family Housing.
   West: Agriculture Use (Tulare County General Plan) currently agricultural use.

9. **Required Approvals:** The following discretionary approvals are required from the City of Visalia for the proposed project:
   - Tentative Subdivision Map
   - Tentative Parcel Map
   - Conditional Use Permit for Lot Sizes, Lot Widths, and Lot Setbacks
   - Tulare County Local Agency Formation Commission Annexation
   - 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
- Roadway Dedication of Shirk Road, Roeben Street, and Whitendale Avenue

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 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)). 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. 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. These Rancherias are not located within the City limits.

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.

The Santa Rosa Rancheria Tachi Yokut Tribe responded on behalf of the Tribe requesting an archaeological firm be hired to conduct a pre-construction survey, a records search with NAHC and CHRIS center, and monitoring of any ground disturbing activities due to concerns with the Project. Additionally, the Tachi Yokut Tribe request to be put in contact with the archaeological firm hired so they can maintain updates about the Project.

11. **Parking and access:** Vehicular access to the project is available via S Shirk Road and S Roeben Street. The project includes new streets and courts that provide full access to the project site. During construction, workers will utilize existing parking areas and/or temporary construction staging areas for parking of vehicles and equipment. Additionally, a temporary emergency access will be added during early construction.

12. **Landscaping and Design:** The landscape and design plans will be required during building permit and final map submittal for any areas maintained by a landscape and lighting district.

13. **Utilities and Electrical Services:** The Project would result in onsite and offsite infrastructure improvements including new and relocated utilities. Water will be provided by Cal Water and sewer services will be provided by the City of Visalia via existing lines. A stormwater pond will be located in the Southwest corner of the site. During construction, a temporary stormwater basin will be utilized.

    The Project would include improvement to the surrounding streets. The Right of Way (ROW) of S. Roeben Street will be widened to 84' and include a new center median. The Project will build out the western half of Roeben Street to include a sidewalk, bike lane, and landscaping. The ROW of S. Shirk Road will be widened to 110', with the Project providing the eastern half of improvements. The eastern half of Shirk Street will include two lanes of traffic, a bike lane, a sidewalk, and landscaping. W. Whitendale Avenue, currently a dirt road, will be widened to an 84' ROW, with the Project providing the northern half of improvements. The northern half of Whitendale will include new pavement for a travel lane, bike lane, and on-street parking. Additionally, the Project will add a sidewalk and landscaping.

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

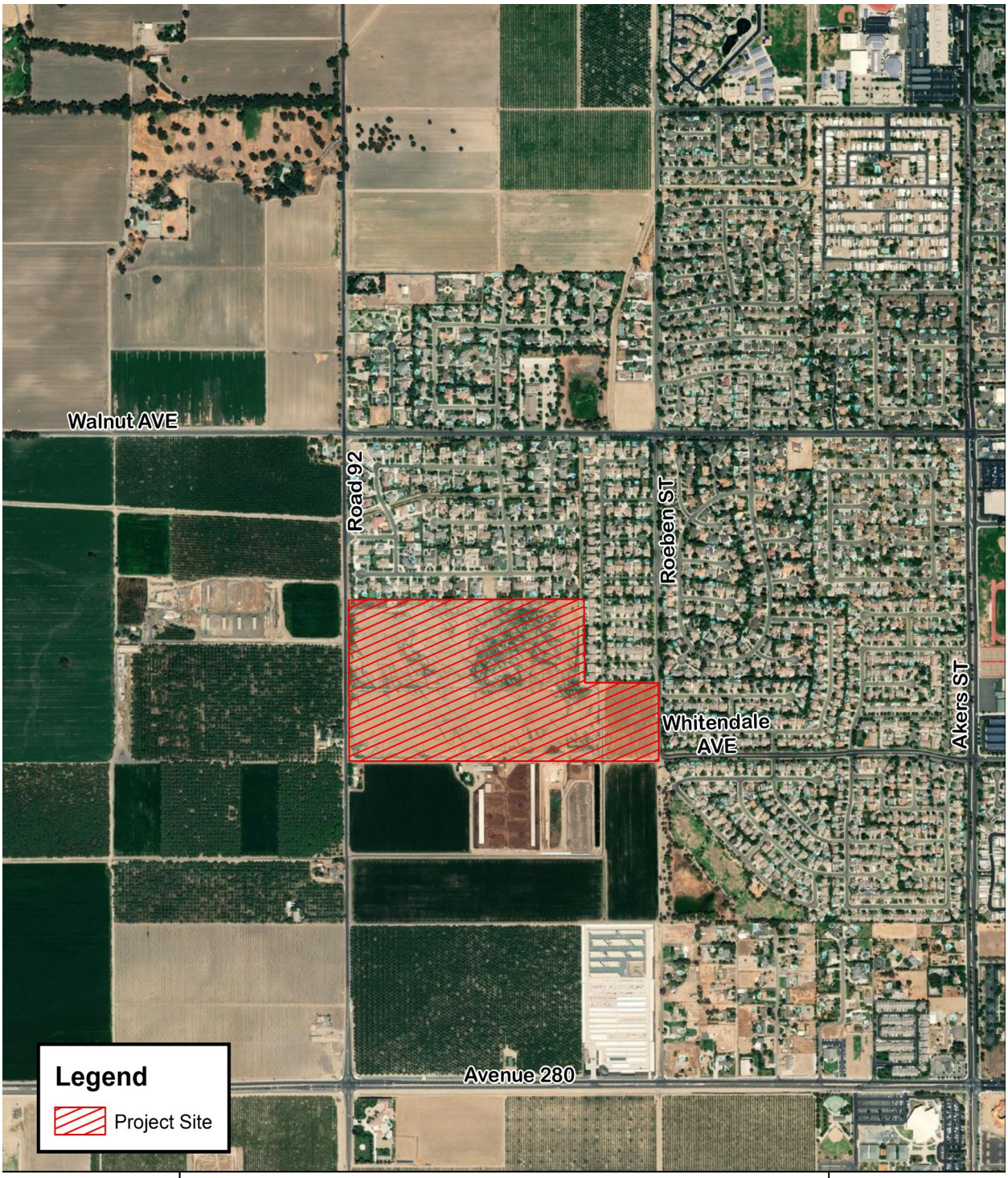


Figure 3-1. Vicinity Map

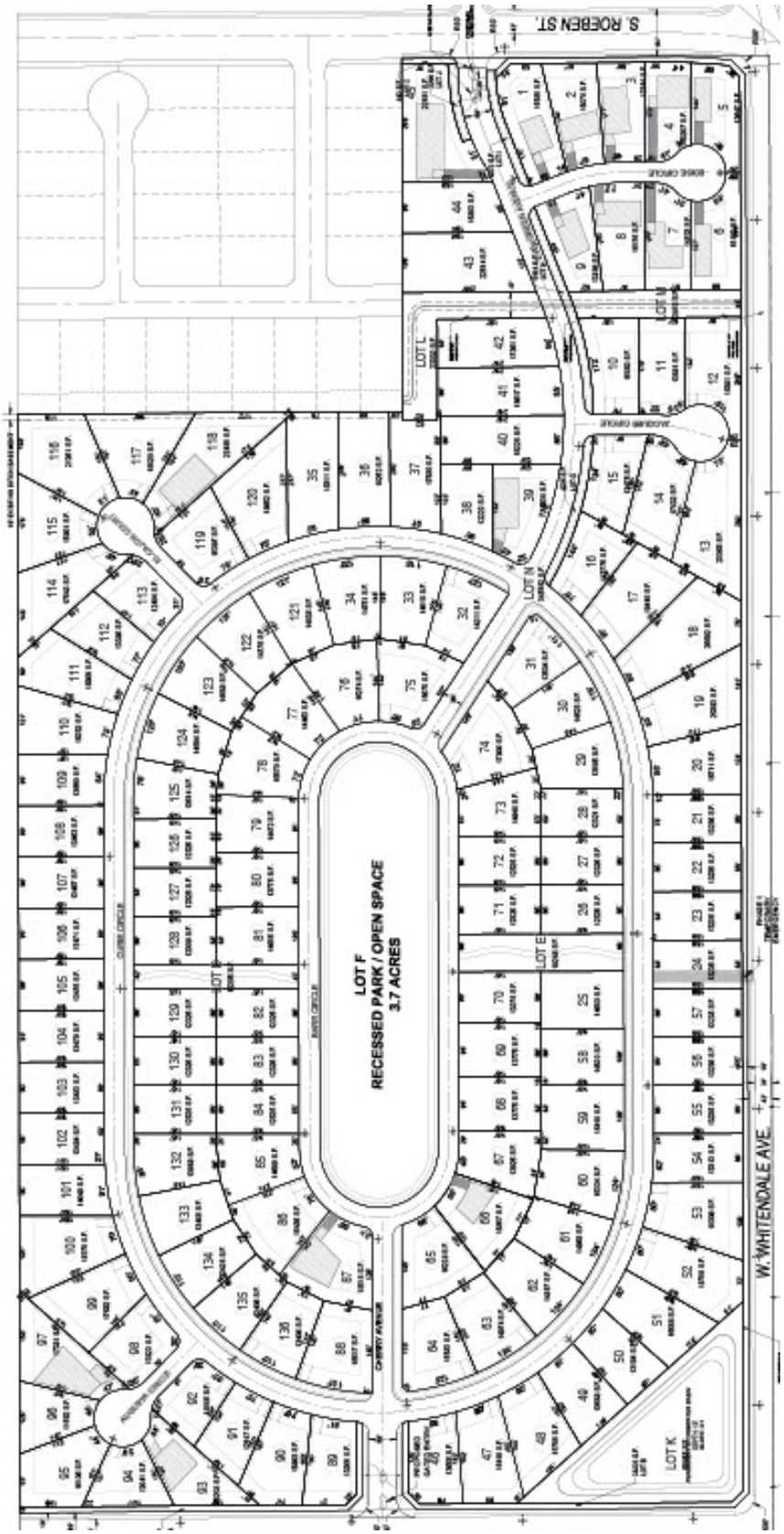


Figure 3-2: Site Plan

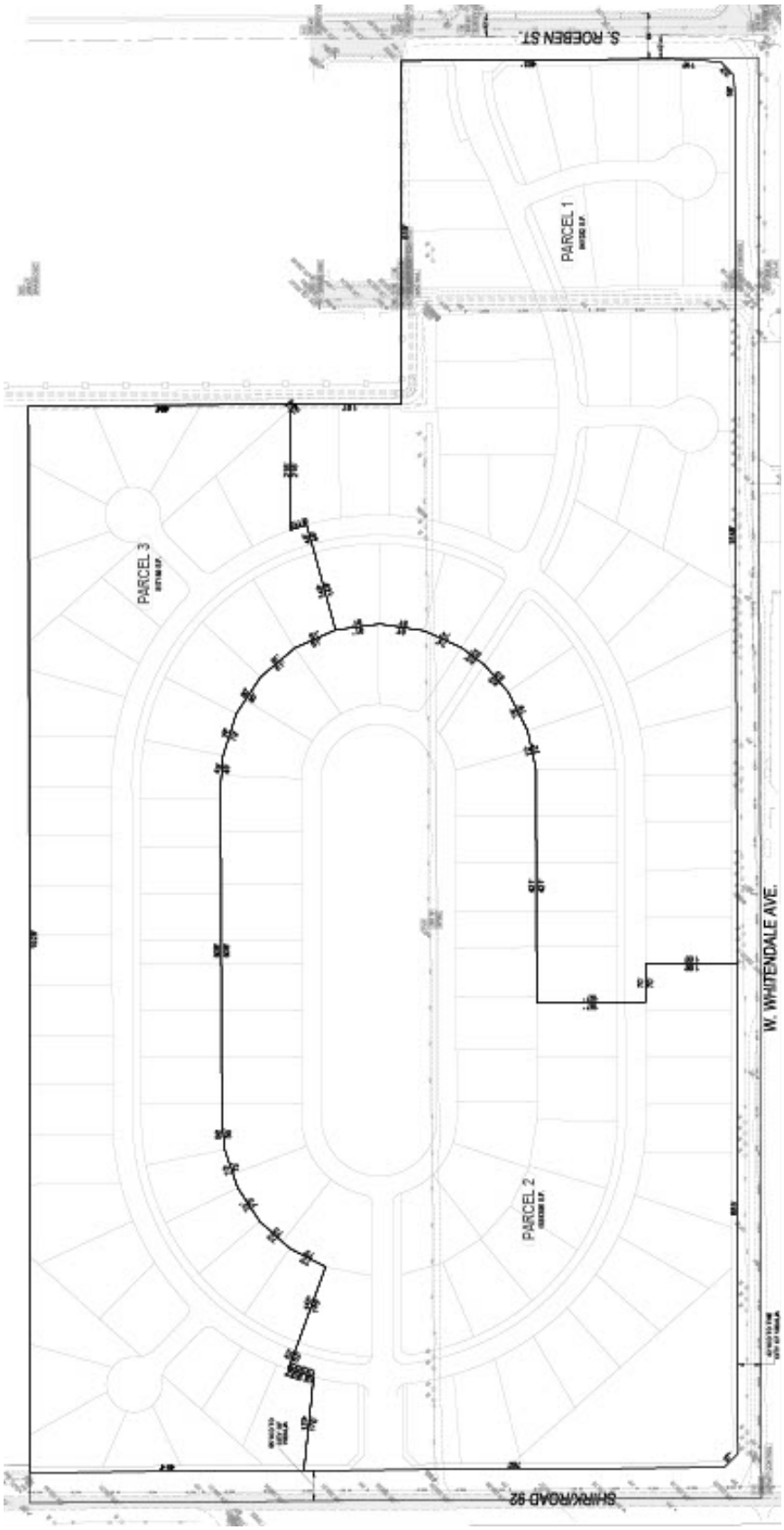


Figure 3-3: Tentative Parcel Map

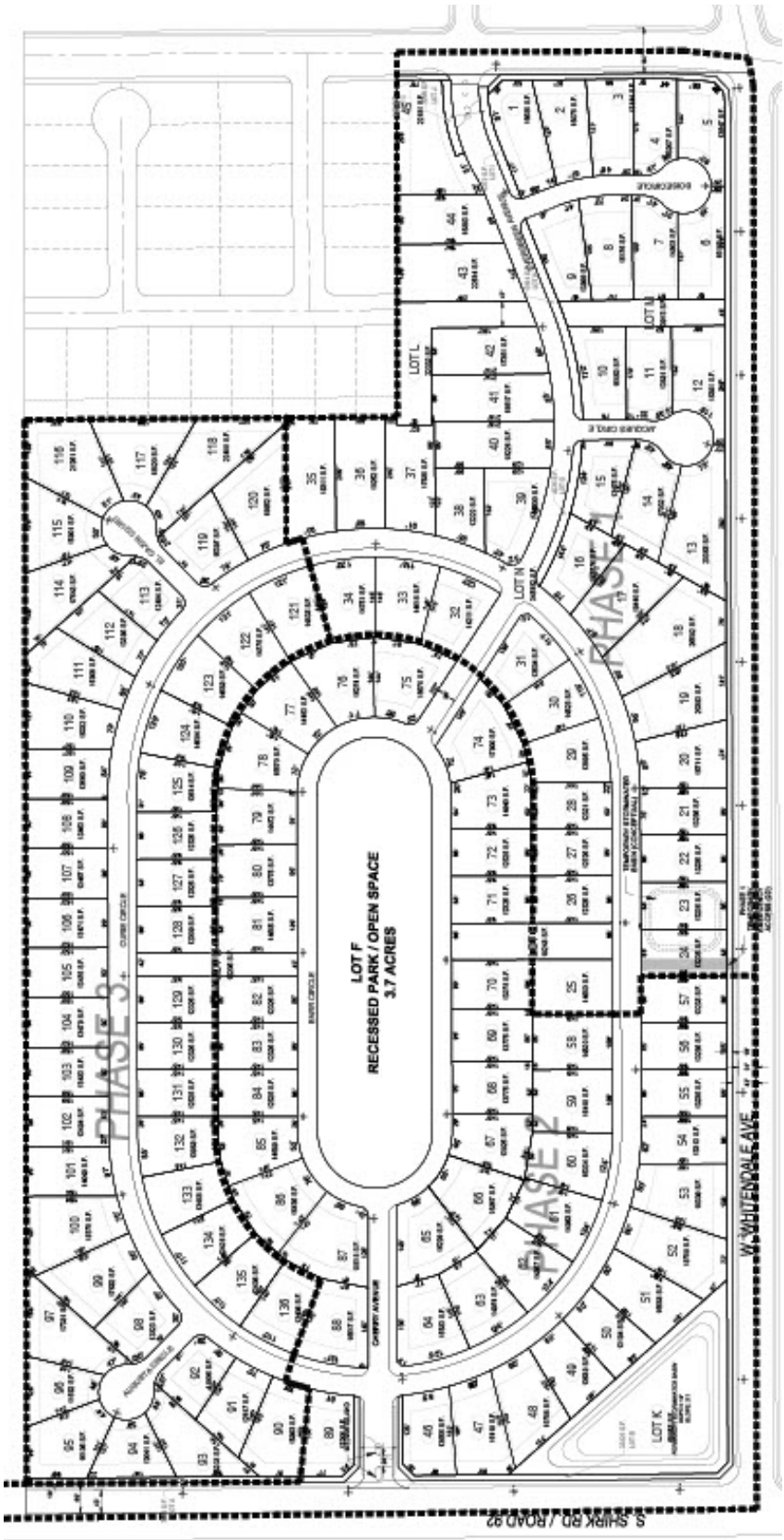


Figure 3-5: Phasing Plan

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.



5/31/2023
DATE

SIGNATURE

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 upon 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 historical 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 important 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 Site Boundary (View Southeast) Source: Google Maps 2021



Photo 2: Southwest Site Boundary (View Northeast) Source: Google Maps 2021



Photo 3: Southeast Site Boundary (View Northwest) Source: Google Maps 2011

Regulatory Setting

Scenic Roadways

The California Scenic Highway Program was established in 1963 by the State Legislature for the purpose of protecting and enhancing 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 affiliated with 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 is designated as a scenic corridor in the City's General Plan This portion of the highway is approximately 1.3 miles North 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-42: Develop scenic corridor and gateway guidelines that will maintain the agricultural character of Visalia at its urban fringe.

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.

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-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.

Tulare County General Plan

The 2030 Tulare County General Plan contains 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.

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

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

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

SL-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:

1. Maintaining urban separators between cities and communities,
2. Encouraging cities to master plan mixed-density neighborhoods at their edges, locating compatible lower density uses adjacent to working and natural landscapes, and
3. 3. 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.).

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 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 vista within this region. The site is surrounded by agricultural uses and single-family homes, while the Sierra Nevada foothills are approximately 10 miles east of the project site. The project would obstruct some

views of agricultural uses. However, the project would not significantly alter views overall from the surrounding community. 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?

No Impact: There are no officially designated State Scenic Highways located in the City of Visalia or nearby the site. The proposed project would not damage any scenic resources within a state scenic highway and there is *no 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?

No Impact: The proposed project site is in an urbanized area within the City of Visalia. The materials, signage, fencing, landscaping, and building materials used in the construction of the project will be selected based on their ability to improve the overall visual character of the area. The proposed project will comply with all applicable zoning and other regulations governing scenic quality. There is *no 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 residential development. New lighting sources would include interior lighting from residences, street lighting, and security lighting. All street and landscape lighting will be consistent with the City's lighting standards, which are developed to minimize impacts related to excessive light and glare. Although the project will introduce new light sources to the area, all lighting will be consistent with adjacent residential 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 an important 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 Williamson Act Contract or a Farmland Security Zone contract. The proposed site is designated as Farmland of Local Importance under the Important Farmland Mapping and Monitoring Program (FMMP). The Site is within the Tier 2 Development Boundary and is designated for Very Low-Density Housing. Nearby to the South and West are Prime Farmland and Confined Animal Enclosures. To the North and East are Urban and Built-up land.

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 greatly reduced property tax assessments. The California Land Conservation Act is overseen by the California Department of Conservation; however local governments are responsible for determining specific 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.

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 in the four years prior to 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 in the four years prior to 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 prior to 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-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.
- *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:

- Promote the long-term preservation of productive and potentially productive agricultural lands and to accommodate agricultural-support services and agriculturally related activities that support the viability of agriculture and further the County's economic development goals;
- Support increased viability of agriculture production and promote high-value, employment-intensive, and diverse agricultural production, and processing in Tulare County;
- Support the reasonable development and economic viability of animal confinement facilities.

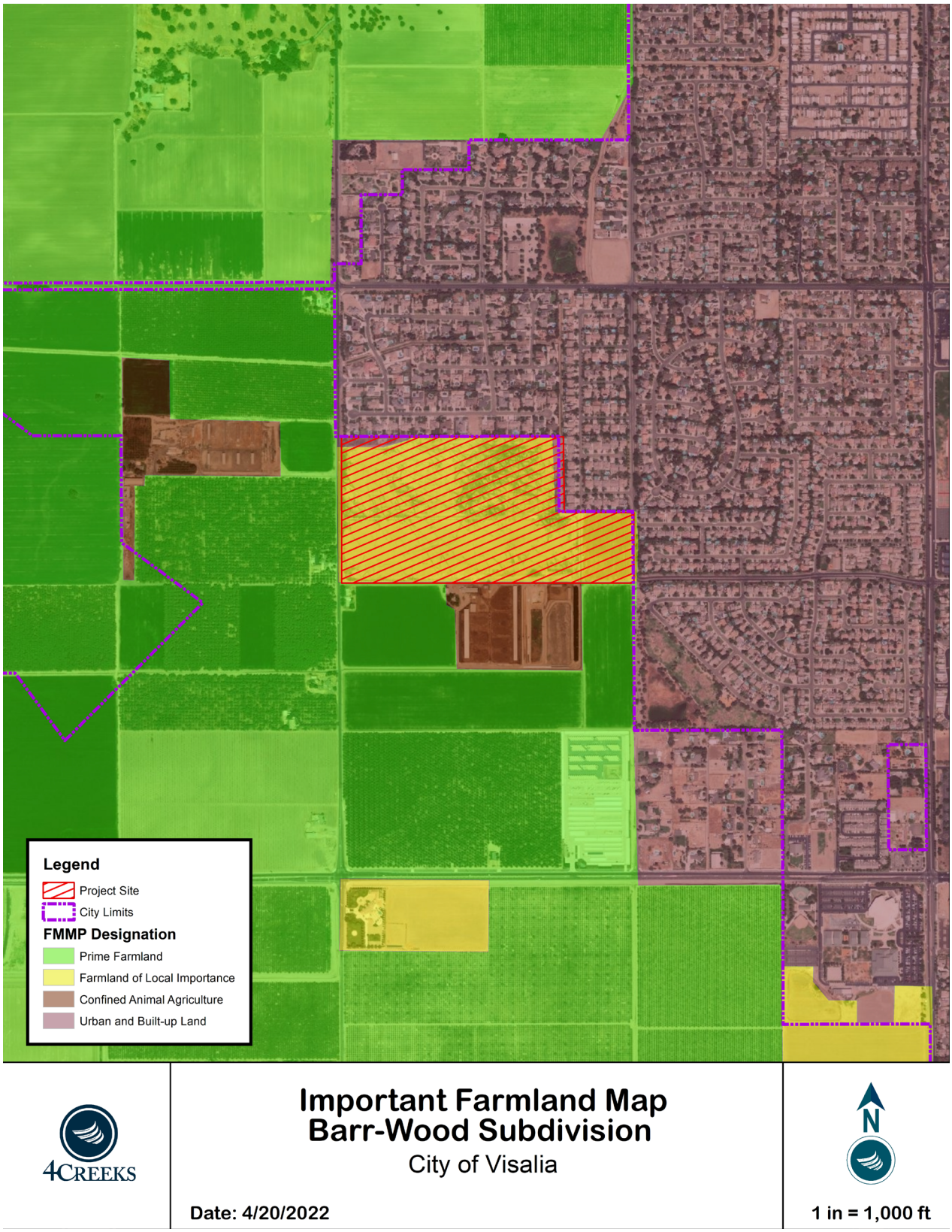


Figure 3-5: Important Farmlands Map

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?

Less Than Significant Impact: The project site is currently occupied by agricultural land with field crops. Implementation of the proposed Project would result in the permanent conversion of approximately 69.35 acres of Farmland of Local Importance to non-agricultural uses.

The loss of Farmland of Local Importance on the Project site would result in the decrease of Important Farmland inventory in Visalia Planning Area. Visalia Planning Area currently has an Important Farmland inventory of 43,155 acres, 1,630 acres of which were categorized as Farmland of Local Importance. Implementation of the Project would convert 69.35 acres of Farmland of Local Importance, which would result in a .16 percent decrease in the total Important Farmland inventory of Visalia Planning Area and a 4.25 percent decrease in the Farmland of Local Importance inventory.

As shown in Table 3-1, the Visalia 2030 General Plan at full buildout plans to develop on 14,265 total acres of Important Farmland, of which 1,630 acres are Farmland of Local Importance. 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 that would create growth-inducing impacts and potentially greater impacts to agricultural resources.

FMMP Designation	Existing Planning Area Total (Acres)	Planning Area Total at General Plan Buildout (Acres)	Change
Prime Farmland	33,991	21,501	-12,490 (-37%)
Farmland of Statewide Importance	7,353	6,954	-399 (-5%)
Unique Farmland	181	137	-44 (-24%)
Farmland of Local Importance	1,630	298	-1,333 (-82%)
Important Farmland Total	**43,155**	**28,890**	**-14,265 (-33%)**

Table 3-1: Important Farmland Developed Under 2030 General Plan. Source: Visalia Planning Area General Plan EIR

Although the proposed site is located on Farmland of Local Importance, the development is in accordance with the 2030 General Plan. The Site is within the Tier 2 Development Boundary and is designated as Very Low Density Residential by the General Plan. It is not designated as Prime Farmland or Farmland of Statewide Importance. The Project will follow all existing and proposed 2030 General Plan policies to reduce potential impacts. There is a *less than significant impact.*

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

Less Than Significant Impact: The site is currently zoned for agriculture by Tulare County. However, it is within the Visalia Planning Area, Tier 2 Development Boundary and is expected to be annexed by the city. It currently has a General Plan designation of Very Low Density Residential that would suit the proposed project. The project site is not under a Williamson Act Contract. There is *a less than significant 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 Public Resource Code or General Code, will occur as a result of the project and there would 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?

Less Than Significant Impact: As discussed above, new development including the project site would be focused in and around existing communities. This would prevent new infrastructure from interfering with surrounding farmland. The project does not include any features which could result in the conversion of forestland to non-forest use. There is a *less than significant 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, which is 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) serve to restrict air movement and prevent the dispersal of pollution. As a result, the SJVAB is highly susceptible to pollution accumulation over time. As shown in the Table 3-2, the SJVAB is in nonattainment for several pollutant standards. The primary pollutants of concern 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 3-2. San Joaquin Valley Attainment Status; 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 incident 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 have the Valley Fever fungus.

Regulatory Setting

City of Visalia General Plan

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

- *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-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

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 both 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 major sources of pollution; and promulgating regulations. Under CAA, the NCCAB is identified as an attainment area for all pollutants.

California Clean Air Act

California Air Resources Board coordinates and oversees both state and federal air pollution control programs in California. As part of this responsibility, 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.

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	--	

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
				certain areas)9		
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas)9	--	
Lead[10,11]	30 Day Average	1.5 µg/m^3	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m3 (for certain areas)11	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m^3		
Visibility Reducing Particles[12]	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No National Standard		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[10]	24 Hour	0.01 ppm (26 µg/m^3)	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 3-3. Ambient Air Quality Standards; Source: SJVAPCD

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 3-4. 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 which 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 impacts related to dust.
- **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 PM10 and NOX emissions from growth on the SJVB. This rule places application and emission reduction requirements on applicable development projects in order to reduce emissions through onsite mitigation, offsite SJVAPCD administered projects, or a combination of the two. This project will submit an Air Impact Assessment (AIA) application in accordance with Rule 9510's requirements.
- **Regulation VIII:** Fugitive PM10 Prohibitions. Regulation VIII is composed of eight rules which together 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.

Discussion

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

No 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 in order 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.

Construction Phase. Project construction would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, building construction, application of architectural coatings, and paving. The construction related emissions from these activities were calculated using CalEEMod. The full CalEEMod Report can be found in Appendix A. As shown in Table 3-5 below, project construction related emissions do not exceed the thresholds established by the SJVAPCD.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Emissions Generated from Project Construction	**2.9256**	**2.3192**	**.00611**	**3.2874**	**1.0805**	**.5454**
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 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 emissions. Operational emissions from these factors were calculated using CalEEMod. The full CalEEMod report can be found in Appendix A. As shown in Table 3-6 below, the project's operational emissions do not exceed the thresholds established by the SJVAPCD.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Operational Emissions (Dry Years)	**13.2531**	**9.8945**	**.0242**	**.7699**	**2.3256**	**1.5697**
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 3-6. 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 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 implementation of an applicable air quality plan and there is *no 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 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-related emissions nor operation-related 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 as a result of 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: The single-family residences located to the North are the closest sensitive receptors. The project does not include any project components identified by the California Air Resources Board that could potentially impact any sensitive receptors. These include heavily traveled roads, distribution centers, fueling stations, and dry-cleaning operations. 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 project construction. The proposed project will not introduce a conflicting land use (surrounding land includes residential neighborhoods) 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 Biological Resource Assessment that was prepared for this project by Soar Environmental Consulting to identify biological resources present or potentially present on the project site and assess the significance of project impacts on such resources per provisions of the California Environmental Quality Act (CEQA), the Federal Clean Water Act (CWA), the state and federal endangered species acts (FESA and CESA respectively), California Fish and Game Code, and California Water Code. The research included the California Natural Diversity Database (CNDDB), the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), and the California Native Plant Society (CNPS) Online Rare Plant Inventory. The full document can be found in Appendix B.

Environmental Setting

The Project site is in the western portion of the Visalia Planning Area within the lower San Joaquin Valley, in the Central Valley of California. The Central Valley is bordered by the Sierra Nevada Mountain Ranges

to the east 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, the Central Valley receives approximately 10 inches of precipitation in the form of rainfall yearly, most of which occurs between October and March.

The topography of the area is completely flat at approximately 300 feet elevation, vegetative ground cover was recently mowed. The proposed Project site is in a residential and agricultural interface environment just outside the western boundary of the City of Visalia. The proposed Project site is bounded by agricultural fields to the south and west, and single-family homes to the north and east. A canal runs north and south on the eastern portion of the site. The canal is surrounded by agricultural fields. No other natural water features occur in the vicinity of the proposed Project site. There were no signs of pooling water or vernal pool habitat within the Project site. There are no structures on the property, no trees or bushes that would provide adequate habitat for nesting birds, and there were no small mammal Burrows that would provide adequate refuge for San Joaquin kitfox. The soil on the proposed Project site is highly compacted. Few trees exist in the surrounding area. Powerlines run north and south along the western boundary of the site.

Prior to performing the habitat assessment, Soar Environmental conducted a records search for threatened or endangered species that could potentially occur in the vicinity of the Project area. The records search included a review of the California Natural Diversity Database (CNDDB), the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), and California Native Plant Society (CNPS) Online Rare Plant Inventory. A full list of special-status species with the potential to occur on the project site can be seen in Table 3-7.

No special-status plant or wildlife species were observed during the site reconnaissance. However, several bird species were observed flying and perched on trees in the area, although there is no suitable area for the birds to nest in the project area. While no special status species were observed, the Project Site contains potentially suitable habitat for the following species:

Species Name	Species Observed on Project Site	Potential for Occurrence on Project Site
Amphibians		
California red-legged frog (Rana draytonii)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
California tiger salamander (Ambystoma californiense)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Birds		
Swainson's hawk (Buteo swainsoni)	No	**Low:** Species known to occur in the vicinity of the site, and there is marginal habitat onsite.

Tricolored blackbird (Agelaius tricolor)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Western yellow-billed cuckoo (Coccyzus americanus occidentalis)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Fish		
Delta smelt (Hypomesus transpacificus)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Invertebrates		
Conservancy fairy shrimp (Branchinecta conservatio)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Monarch butterfly (Danaus plexippus)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Valley elderberry longhorn beetle (Desmocerus californicus dimorphus)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Vernal pool fairy shrimp (Branchinecta lynchi)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Vernal pool tadpole shrimp (Lepidurus packardi)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Mammals		
Fisher (Pekania pennanti)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Fresno kangaroo rat (Dipodomys nitratoides exilis)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
San Joaquin kit fox (Vulpes macrotis mutica)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Tipton kangaroo rat (Dipodomys nitratoides nitratoides)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Reptiles		
Blunt-nosed leopard lizard (Gambelia sila)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Giant garter snake (Thamnophis gigas)	No	**None:** Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.

Plants	Species Observed on Project Site	Suitable Habitat on Project Site
California jewelflower (Caulanthus californicus)	No	**Absent**
Greene's tuctoria (Tuctoria greenei)	No	**Absent**
Hoover's spurge (Euphorbia hooveri)	No	**Absent**
San Joaquin adobe sunburst (Pseudobahia peirsonii)	No	**Absent**
San Joaquin Valley Orcutt grass (Orcuttia inaequalis)	No	**Absent**
Succulent owl's-clover (Castilleja campestris ssp. Succulenta)	No	**Absent**

Table 3-7: Special Status Species Potentially on Project Site

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.

Visalia Planning Area General Plan: The Visalia Planning Area 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: The Biological Resource Assessment conducted for the proposed Project found that the San Joaquin kit fox, Swainson's hawk, Vernal pool fairy shrimp, and the Western yellow-billed cuckoo are special-status species with historical observations within five miles of the proposed Project site. Suitable habitat for these special status species is poor on and near the proposed Project site due to agricultural activity. CNDDB records indicate that the nearest and most recent occurrence of San Joaquin kit fox was approximately 4.1 miles northwest of the proposed Project site, the Swainsons's hawk approximately 3 miles east, the Vernal pool fairy shrimp approximately 3 miles northwest, and the Western yellow-billed cuckoo approximately 4.3 miles northeast. However, due to habitat quality and proximity of historical occurrences, all of these species were found to be unlikely to occur within the vicinity of the Project site. Based on the findings of this assessment, the proposed development of this property is unlikely to adversely affect any special-status species and is likely to have no effect for CEQA considerations. Soar Environmental Consulting does not recommend any mitigation measures, however, if any of the special status species are observed during construction, they recommend stopping work immediately and contacting CDFW. Impacts would be *less than significant.*

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?

No Impact: There are no CNDDB-designated "natural communities of special concern" recorded within the proposed Project area or surrounding lands. The Visalia General Plan identifies Grasslands, Valley Oak Riparian Woodland, Valley Oak Woodland, Vernal Pools, and Wetlands as vegetation communities to protect. The nearest community is a Valley Oak Woodland approximately 0.3 miles north. The proposed Project site consists of agricultural fields. There would be *no impact.*

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?

Less than Significant Impact: A canal runs through the eastern portion of the site. However, the project will not affect the canal and leave a buffer surrounding the canal. There is *less than significant 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 is surrounded by cultivated agricultural lands, residential development, and paved roads. Therefore, the proposed Project area does not contain features that would be likely to function as a wildlife movement corridor. The San Joaquin kit fox,

Swainson's hawk, Vernal pool fairy shrimp, and the Western yellow-billed cuckoo are the special status species with potential to exist within 5 miles of the site. Due to the level of agricultural activity, residential development of the surrounding area, lack of suitable habitat, and distance of other known occurrences from the site, occurrence of special status species within the vicinity of the proposed Project site is unlikely. 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?

No Impact: The proposed Project would comply with the goals and policies of the Visalia General Plan. There are few trees on the site, but the project will follow the Visalia Tree Ordinance. There would be *no 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: There are no known habitat conservation plans or Natural Community Conservation Plans (NCCP) 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?	☐	☑	☐	☐

A Phase 1 cultural resources assessment for the Barr-Wood Subdivision was conducted by Taylored Archaeology (Appendix C). The Project proposes to construct 136 single family units and a 3.7-acre park. The Project is subject to the California Environmental Quality Act (CEQA).

Environmental Setting

The Project area is in the Southern Valley Yokuts ethnographic territory of the San Joaquin Valley and 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 largely 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. By 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.

Cultural Records Search

On May 20, 2022, Taylored Archaeology requested a cultural resource records search from the SSJVIC of the CHRIS at California State University in Bakersfield, California. The purpose of this request was to identify any prehistoric or historical resources on or near the Project site that had been previously recorded within the Project boundary and a 0.5-mile radius of the Project area and identify and review prior cultural resource investigations completed in or near the Project boundary. SSJVIC staff researched historical USGS topographic maps, reports of previous cultural resource investigations, archaeological site and survey base maps, cultural resource records (DPR forms) as well as listings of the Historic Properties Directory of the Office of Historic Preservation, General Land Office Maps, Archaeological Determinations

of Eligibility, and the California Inventory of Historic Resources. According to the SSJVIC records search, there has been two previous cultural resource investigations within the Project area. One is a literature review of the Project region and the second is a book on conflicts between Native Americans and California gold miners during the 1850s Gold Rush in Mariposa. Neither of these reports included archaeological surveys. There have been five cultural resource studies conducted within a 0.5-mile radius of the project. There have been no cultural resources were previously recorded within the Project area. or within the 0.5-mile radius. Additionally, no recorded cultural resources are recorded within the Project There is two cultural resources within a 0.5-mile radius of the project site. Both are historic-era, rural, single-family residences. In addition to the SSJVIC research, Taylored Archaeology further reviewed the cultural resources 0.5-miles from the Project boundary. Using Google Earth aerial maps, one of the historic homes was determined to have been demolished in 2021.

AB 52 Native American Consultation

Following AB 52, Native American Tribes that could potentially be impacted by the Project 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.

The Santa Rosa Rancheria Tachi-Yokut Tribe responded regarding their concerns. A representative of the Tribe stated “Due to Tribal history and knowledge of the project area, the Tribe has concerns and is requesting that an archaeological firm be hired to conduct a pre-construction survey, a records search with the NAHC and CHRIS center, and monitoring of any ground disturbing activities. We request to be put in contact with the archaeological firm hired so we can maintain updates about the project.”

Regulatory Setting

In this report “cultural resources” are defined as prehistoric or historical archaeological sites as well as historical objects, buildings, or structures. In accordance with 30 Code of Federal Regulations (CFR) §60.4, “historical” in this report applies to cultural resources which are at least 50 years old. The significance or importance of a cultural resource is dependent upon whether the resource qualifies for inclusion at the local or state level in the California Register of Historical Resources (CRHR), or at 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 statue 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 inclusion in 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 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.

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: A records search was conducted on behalf of the Applicant from the SSJVIC of the CHRIS at California State University in Bakersfield, California, to determine if historical or archaeological sites had previously been recorded within the study area, if the project area had been systematically surveyed by archaeologists prior to the initial study, and/or

whether the region of the field project was known to contain archaeological sites and to thereby be archaeologically sensitive.

According to the SSJVIC records search, there has been two previous cultural resource investigations within the Project area. One is a literature review of the Project region and the second is a book on conflicts between Native Americans and California gold miners during the 1850s Gold Rush in Mariposa. Neither of these reports included archaeological surveys. There have been five cultural resource studies conducted within a 0.5-mile radius of the project. There have been no cultural resources were previously recorded within the Project area. or within the 0.5-mile radius. Additionally, no recorded cultural resources are recorded within the Project There is two cultural resources within a 0.5-mile radius of the project site. Both are historic-era, rural, single-family residences. In addition to the SSJVIC research, Taylored Archaeology further reviewed the cultural resources 0.5-miles from the Project boundary. Using Google Earth aerial maps, one of the historic homes was determined to have been demolished in 2021.

Although no cultural resources were identified on the site, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementation of 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: There are no known archaeological resources located within the project area. Implementation of Mitigation Measures CUL-1 and CUL-2 will ensure that potential impact to unknown archeological resources will be *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: There are no known human remains buried in the project vicinity. 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.

Mitigation Measure CUL-3: Prior to the start of construction, an archaeological firm shall be hired to conduct a pre-construction survey and submit a comprehensive report to the lead agency for review and approval prior to the start of construction. This report should document the findings of the pre-construction survey and include an assessment of the potential impacts of the proposed project on any identified archaeological resources. The plan should outline specific measures that will be implemented, such as construction phasing, site buffering, and artifact preservation, to protect the cultural resources, if any are discovered. To ensure compliance, the project approval should require that the archaeological survey report and the associated plan be prepared by a qualified archaeologist and that the survey and monitoring activities be conducted in accordance with relevant state and federal regulations and best practices. By requiring a comprehensive archaeological survey report and a detailed mitigation plan, the lead agency can ensure that any impacts to archaeological resources are avoided or minimized to the fullest extent possible.

Mitigation Measure CUL-4: During any ground disturbing activities, an archaeological firm shall be hired to monitor the Project Site. The monitoring should be conducted by a qualified archaeologist with experience in the region and in compliance with relevant state and federal regulations and best practices. The monitoring should include regular site inspections to identify any archaeological resources that may have been uncovered during ground-disturbing activities. If any resources are identified, the monitoring should also include documentation, mapping, and analysis of the resources, as well as the development of a mitigation plan to address any potential impacts to the resources.

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 a variety of renewable and nonrenewable sources. Table 3-8 below shows the proportion of each energy resource sold to California consumers by SCE in 2019 as compared to the statewide average.

Fuel Type		SCE Power Mix	California Power Mix
Coal		0%	2.7%
Large Hydroelectric		7.9%	12.2%
Natural Gas		16.1%	37%
Nuclear		8.2%	9.3%
Other (Oil/Petroleum Coke/Waste Heat)		0.1%	0.2%
Unspecified Sources of Power[1]		32.6%	5.4%
Eligible Renewables	Biomass	0.6%	2.5%
	Geothermal	5.9%	4.9%
	Small Hydro	1%	1.4%
	Solar	16%	13.2%
	Wind	11.5%	11.1%
	Total Eligible Renewable	**35.1%**	**33.1%**
1. "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.			

Table 3-8. 2019 SCE and 2020 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 (SoCalGas) Company 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 21% is consumed by the residential sector, 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 proposed project includes the construction and operation of single-family housing. During project construction there would be an increase in energy consumption related to worker trips and operation of construction equipment. 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 2023 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 3-9, below, provides gasoline and diesel fuel used by construction and on-road sources during each phase of project construction.

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]
Site Preparation	40	18	0	0	7,799	0
Grading	110	20	0	0	33,871	0
Building Construction	1110	49	15	0	164,425	14,418
Paving	75	15	0	0	8,836	0
Architectural Coating	75	10	0	0	1,244	0
Total	**1410**	**N/A**	**N/A**	**N/A**	**315,935**	**14,418**

1. Data provided by CalEEMod (Appendix A)
2. See Appendix D

Table 3-9. On-Road Mobile Fuel Use Generated by Construction Activities. Source: CalEEMod(v. 2020.4.0); EMFAC2014

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. Once construction is complete, the project is expected to achieve net zero energy consumption. The proposed project is subject to the California New Residential Zero Net Energy Action Plan 2015-2020. This plan establishes a goal for all residential buildings built after January 1, 2020, to be zero net energy. The California Energy Commission is responsible for the development and enforcement of 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 (including solar panels on all new residential buildings) to achieve required building efficiency standards.

Total Annual Operational VMT[1]	Annual Fuel Use (Gasoline)	Annual Fuel Use (Diesel)	Average MPG
2,771,614 Miles	**106,191 Gallons**	**11,918 Gallons**	**23.5**

1. Data Provided by CalEEMod
2. See Appendix D

Table 3-10. On-Road Mobile Fuel Use Generated by Operational Activities. Source CalEEMod (v. 2020.4.0); EMFAC2014

During project operations, the proposed project is not anticipated to result in wasteful fuel consumption. This is due to the distance of the project site to the commercial, recreational, and denser residential uses, resulting in less of a reliance on personal vehicles.

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 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 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 is *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 small faults in the Southern San Joaquin Valley, approximately 30 miles away, though none of them are known to be active. The greatest 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, which is located approximately 125 miles away from the project site.

- **Liquefaction**

  Liquefaction is a phenomenon whereby unconsolidated and/or near saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like behavior of the soil, which can result in landslides and lateral spreading. Soil liquefaction causes ground failure that can damage 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 a wide variety of processes that result in the downward and outward movement of soil, rock, and vegetation under gravitational influence. Landslides are caused by both natural and human-induced changes in slope stability and often accompany other natural hazard events, such as floods, wildfire, or earthquake. Due 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 either 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 an overdraft condition on an average long-term basis. According to the most recent Urban Water Management Plan (UWMP), groundwater elevations have declined up 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 construction on two soil types. The properties of the soil are described briefly below:

- **Tagus loam:** The Tagus series consists of very deep, well drained soils formed in alluvium derived from granitic rock sources and has slopes of 0 to 2 percent. It is well drained; has negligible to low runoff; and has moderate permeability.

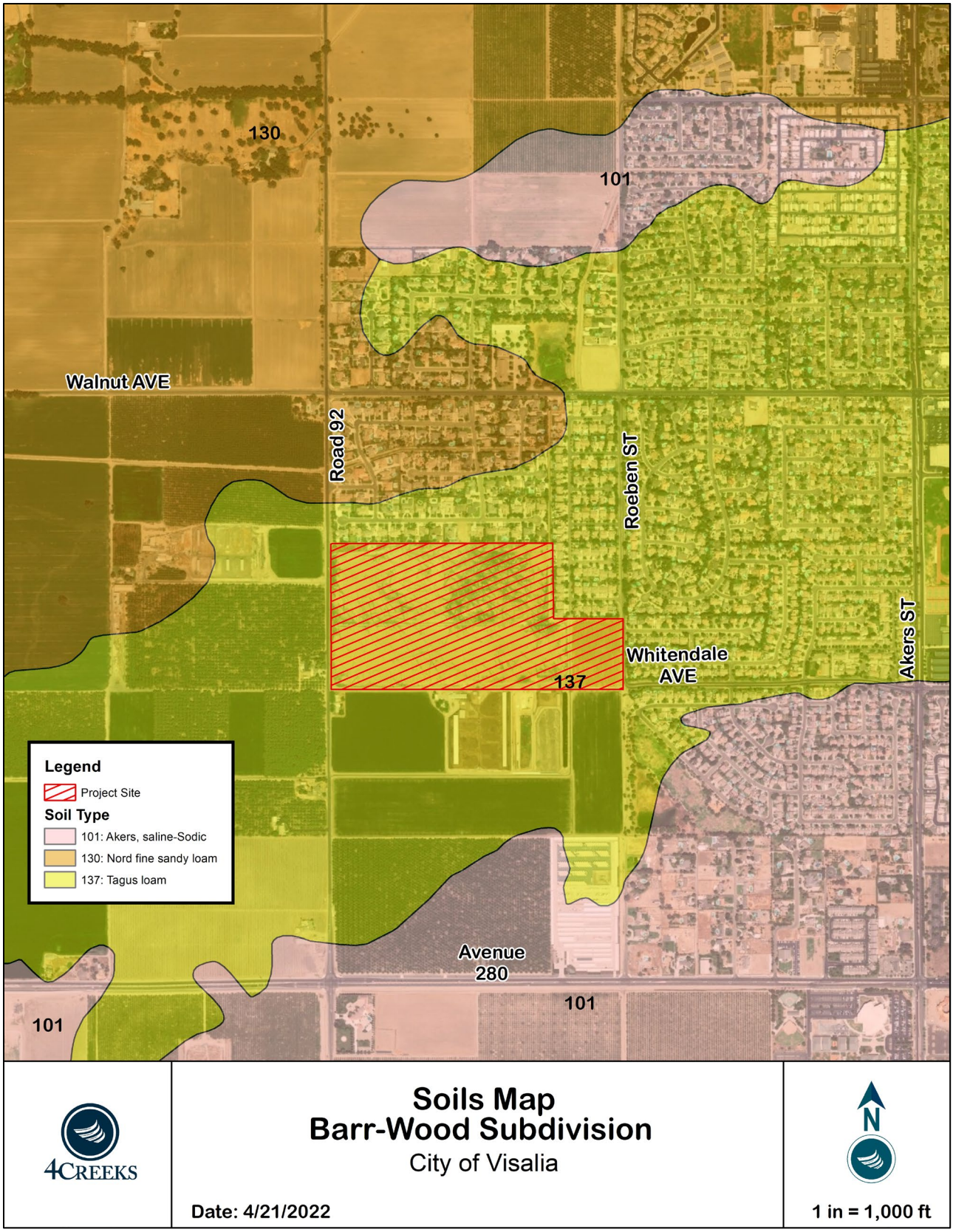


Figure 3-6: Soils Map

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 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 project 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 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 which 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 liquification within the planning area outside of 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 project site is within an area of low seismic activity, and the soils associated with the project area not suitable for liquefaction, there are *no impacts.*

iv. Landslides?

No Impact: The Planning Area of Visalia is considered at insignificant risk of small landslides. Additionally, the project site is generally flat and there are no hill slopes in the area. No geologic landforms exist on or near the site that would result in a landslide event. As a result, there is 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 for erosion to occur. 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 related to erosion from construction. Because impacts related to erosion would be temporary and limited to construction, and because required best management practices would 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. 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. 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 is *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 project would not include the use of septic tanks or any other alternative wastewater disposal systems. The proposed buildings will tie into the 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: There are no unique geologic features and no known paleontological resources located within the project area. However, there is always the possibility that paleontological resources may exist below the ground surface. 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 Geological 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.

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 34ºC 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 gasses on earth's temperature is equivalent to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxide, ozone, chlorofluorocarbons, hydro chlorofluorocarbons, and hydro fluorocarbons, per fluorocarbons, 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 is equivalent to 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 3-11. Each gas's effect on climate change depends on three main factors. The first being the quantity of these gases are in the atmosphere, followed by how long they stay in the atmosphere 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.

Greenhouse Gas	Description and Physical Properties	Lifetime	GWP	Sources
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.
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 3-11. Greenhouse Gasses; Source: EPA, Intergovernmental Panel on Climate Change

Regarding the quantity of these gases are in the atmosphere, we first must establish the amount of the particular gas in the air, known as Concentration, or abundance, which are 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 is equivalent to one drop of water diluted into about 13 gallons of water, roughly a full tank of gas in a compact car. Therefore, it can be assumed larger emission of greenhouse gases lead to a higher concentration in the atmosphere.

Each of the designated gases described above can reside in the atmosphere for different amounts of time, 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 that is measured in the atmosphere is roughly the same all over the world regardless of the source of the emission.

Regulatory Setting

AB 32

AB 32 set the 2020 greenhouse gas emissions reduction goal into law. It directed the California Air Resources Board to begin developing discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit. The reduction measures to meet the 2020 target are to be adopted by the start of 2011.

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 changes the 2017 deadline to 2010. 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 reduction actions for energy, transportation, and waste and resource conservation.

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 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 which 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 the year 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.

Implementation of the proposed project would result in long-term greenhouse gas emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile emissions. The GHG emissions were estimated using CalEEMod (Appendix A).

	C02 (MT/Year)	CH4 (MT/Year)	N20 (MT/Year)	CO2e (MT/Year)
Operational Emissions	1,393	2.04	0.06	1,461
2005 BAU	2,131	2.17	0.16	2,378
% Reduction From BAU				**39%**

Table 3-12: Projected Project Operational GHG Emissions Compared to 2005 BAU; Source: (CalEEMod, V.2020.4.0)

The project's operational GHG are estimated to be 917 CO2e MT lower than the 2005 BAU. This is a reduction of 39%, more than the 29% threshold. 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 SJVAPCD states that individual and cumulative GHG emissions are considered less than significant if a project complies with an approved GHG emission reduction plan or GHG mitigation program with within the geographic area in which the project is located. The City of Visalia Climate Action Plan meets the requirements for a Qualified Greenhouse Gas Reduction Strategy. Therefore, the proposed project's GHG emissions would not be considered a significant impact if the proposed Project would be consistent with the City's GHG Reduction Strategy. Table 3-13, below, evaluates the proposed project's consistency with the applicable measures, both existing and proposed, in the GHG reduction plan.

Climate Action Plan Measures	Project Consistency with Strategy
2. Increase in Solar Photovoltaic (PV) Installations:	**Consistent.** The proposed project would involve solar panels on the new homes.
7. Urban Forestry: Requirement for all new development to have street trees, require shade over at least 25% of area in city pocket parks.	**Consistent.** The proposed project plans to provide trees on all local roads and included in the improvements on existing roads.
10. Bicycle Path Plan:	**Consistent.** The proposed project includes improvements with bike paths or parkways on Roeben St., Whitendale Ave., and Shirk Rd.
11. Infill and High-Density Development	**Consistent.** The proposed project has denser residential housing consistent with the 2030 General Plan.

Table 3-13. Project Consistency with Climate Action Plan Strategies.

As discussed above, the proposed project is consistent with the City of Visalia Climate Action Plan. 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 .63 miles West of the nearest school (El Diamante High School) and approximately 0.97 miles southeast of the nearest public airport (Visalia Municipal Airport). The terminal of Airport is approximately 1.77 miles away; however, the runway is 0.97 miles from the Project Site.

The Department of Toxic Substances Control's (DTSC's) Envirostor was used to identify any sites known to be associated with releases of hazardous materials or wastes within the project area. This research confirmed that the project would not be located on or nearby a site that is included on a list of hazardous materials sites compiled pursuant to 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 assure 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 the identification and classification of hazardous wastes. The CCR defines a waste as hazardous if it has any of 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 the state of 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.

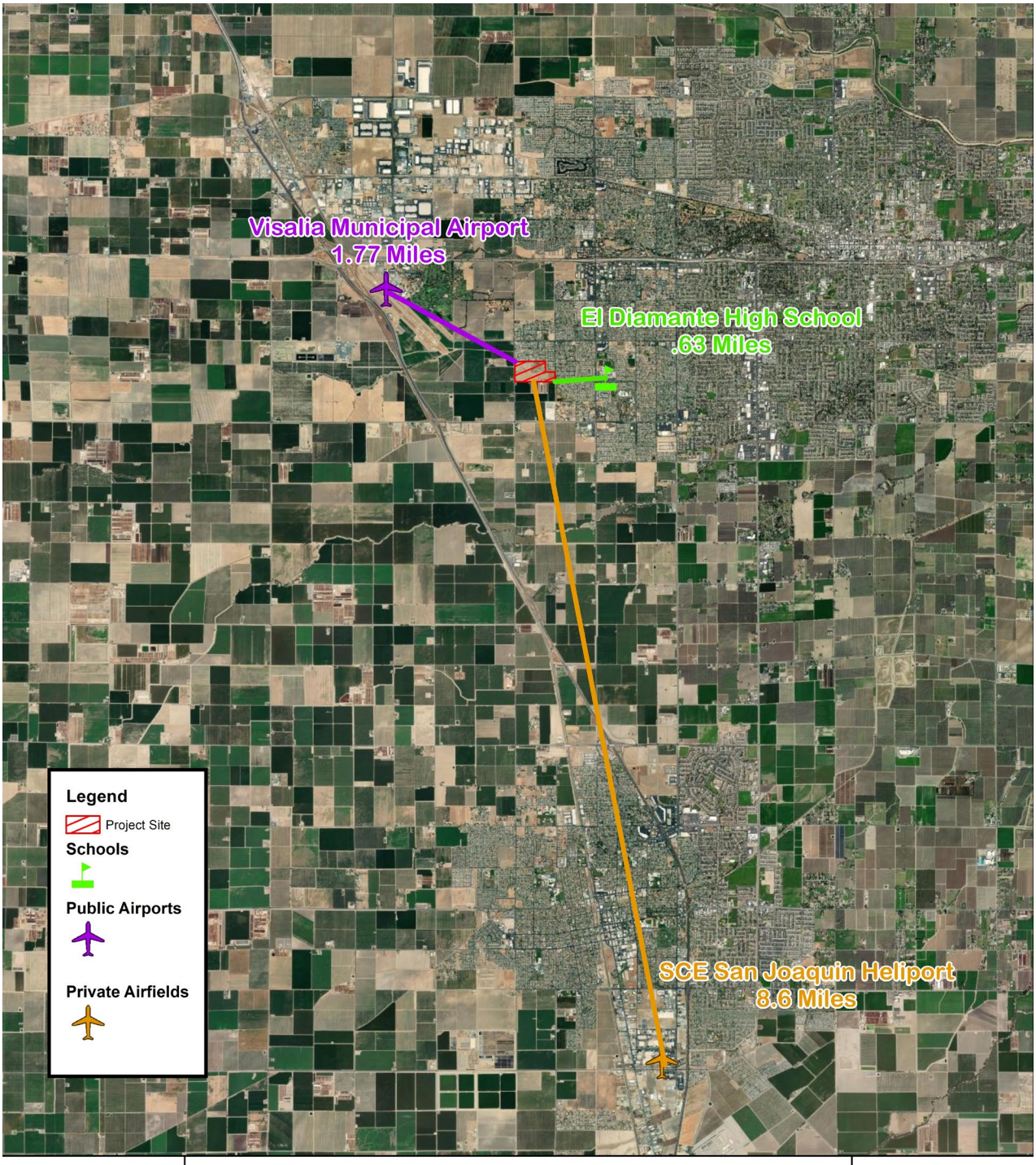


Figure 3-7: Distance to Schools and Airports

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 the use, storage, and transport of 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 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 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. 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?

No Impact: The project is located approximately .63 miles from an existing middle school. The project does not involve the use or storage of hazardous substances other than insignificant amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of structures and landscaping. The project would not emit hazardous emissions or involve the handling of acutely hazardous materials or waste. Therefore, there would be *no 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 located approximately 1.77 miles Southeast 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. All land uses located outside of the 65 dB contours are considered less than significant. Implementation of the proposed project would not result in 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. 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 is developed with urban uses and farmlands which are not considered to be 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 a significant amount of 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 occurs in both 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. Water quality of the groundwater that underlies the Planning Area is excellent for domestic and agricultural uses. This is most likely due to the abundant snowmelt that originates in the Sierra Nevada. Groundwater is the primary source of drinking water for the planning area 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 that consists 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 against 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 result in less than significant impacts to water quality due to potentially polluted runoff generated during construction activities. Construction may include excavation, grading, and other earthwork across most of the 69.35-acre project site. During storm events, exposed construction areas across the project site may cause runoff to carry pollutants,

such a chemicals, oils, sediment, and debris. Implementation of a Stormwater Pollution Prevention Plan (SWPPP) will be required for the project. 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. As such, implementation of 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: Water services will be provided by the Cal Water, Visalia District, upon development. The District currently produces about 27 million gallons of local groundwater per day from 75 active wells and delivers it to customers through more than 519 miles of pipeline. The District delivers water to residential, commercial, industrial, and governmental customers. Residential customers account for most of the District's service connections and 69 percent of its water uses. Non-residential water uses account for 28 percent of total demand, while distribution system losses account for 3 percent. The system produced 30,152 acre-feet (AF) of groundwater in 2020. The available water supply is expected to supply the projected population. The system has a capacity to pump 100,829 acre-feet per year (afy), all from groundwater. The projected demand is expected to 35,276 AF in 2030, 38,310 AF in 2035, and 41,258 AF in 2040.

Using average per-person water use in Visalia (183 gallons; 2020 Urban Water Management Plan) and the average household size in Visalia (2.99 persons; US Census Bureau), water demand for the proposed 136-unit residential development is estimated to be approximately 74,415 gallons of water daily, or about 83-acre feet per year. With an expected increase of 5,124 AF from 2020 to 2030, there will be enough water supply for the proposed project. The most water-intensive aspect of the Project (Very Low-Density Residential homes) is consistent with the City's General Plan land use designation. As such, the Project would not affect groundwater supplies beyond what has already been analyzed in the most current General Plan EIR or Urban Water Management Plan.

The project would result in nearly full development of the site, which would convert approximately 69.35 acres from pervious surfaces to impervious surfaces. However, this would not significantly interfere with groundwater recharge because all stormwaters would be collected and diverted to a new stormwater basin located on the Southwest area of the project site for groundwater recharge. Because the addition of impervious surfaces would not interfere substantially with groundwater recharge and the project would not utilize groundwater resources beyond what has been previously analyzed in the Visalia Planning Area General Plan EIR or the Urban Water Management Plan, 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 proposed project would result in the addition of impervious surfaces and alter existing drainage patterns on the 69.35-acre project site which would have the potential to result in erosion or siltation on- or off-site. The disturbance of soils during construction could cause erosion, resulting in temporary construction impacts. However, this impact would be appropriately mitigated through implementation of a Stormwater Pollution Prevention Plan (SWPPP) which include mandated erosion control measures, which are 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 would not result in substantial erosion or siltation on- or off-site. The impact is *less than significant with 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 proposed project would result in the addition of impervious surfaces on the 69.35-acre project site which would have the potential to increase surface runoff resulting in flooding on- or off-site. This impact would be appropriately mitigated through implementation of Mitigation Measure HYD-2, which requires the project to submit drainage plans to the City Engineer prior to 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 69.35-acre project site which would have the potential to impact existing stormwater drainage systems or provide additional sources of polluted runoff. The proposed 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 through implementation of a Stormwater Pollution Prevention Plan (SWPPP) which include 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 source 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 would not

overwhelm the planned stormwater drainage basin or result in discharges of polluted runoff into local waterways. The impact is *less than significant with implementation of these mitigation measures.*

iv. Impede or redirect flood flows?

Less than Significant with Mitigation: The Project site is generally flat and no significant grading or leveling will be required. The proposed project site is not in proximity to 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 in an X flood zone, which has a 0.2% chance of flooding every year.

The proposed project would result in the addition of impervious surfaces on the 69.35-acre project site which could affect drainage and flood patterns. This impact would be appropriately mitigated through implementation of Mitigation Measure HYD-2, which requires the project to submit drainage plans to the City Engineer prior to the issuance of grading permits. The drainage plans will include BMPs to ensure the project would 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, 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 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 is *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 in the Visalia Planning Area, just outside of the city limits. The site is approximately 4 miles Southwest of the Visalia downtown. The site is currently zoned as AE-20 by the County of Tulare but is prezoned for R-1-20 by the City of Visalia after annexation. The site is designated as Very Low Density Residential by the Visalia General Plan. The Project does not need rezoning or General Plan Amendments.

The site currently contains agriculture uses. The site is topographically flat and is bounded by agricultural uses (Including a dairy) to the South and West, and single-family residential to the North and East.

Regulatory Setting

Visalia General Plan

The proposed project site is designated as Very Low Density Residential.

- The Very Low-Density Residential designation provides single family detached housing on large lots. Residential densities are typical of rural residential environments. The typical residential density for this designation ranges from 0.1 to two housing units per gross acre. Buildout is assumed at two units per gross acre.

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-20:* Allow annexation and development of residential, commercial, and industrial land to occur within the Tier I Urban Development Boundary (UDB) at any time, consistent with the City's Land Use Diagram.
- *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-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.

- *LU-P-47:* Establish criteria and standards for pedestrian, bicycle, and vehicle circulation networks within new subdivisions and non-residential development.

City of Visalia Zoning Ordinance

The proposed project site is prezoned for R-1-20. The Project will not comply with the R-1-20 zoning code for three reasons and will require a requires a conditional use permit. First, the Project is planning for a minimum lot size of 11,592 square feet rather than the 20,000 square feet R-1-20 zone requires. The second reason is reduced front and side yard setbacks. The R-1-20 zone requires a minimum setback of 35 feet in the front and 10 feet on the sides. The Project is planning for setbacks of 30 feet and 5 feet, respectively. The third reason is the minimum width of the lots. The R-1-20 zone requires a minimum width of 100 feet on interior lots and 110 feet on corner lots, as measured from the middle of the lot. The Project plans for a minimum width of 85 feet, ranging to a maximum of 206 feet.

R-1 zoning is intended to provide living area within the city where development is limited to low density concentrations of one-family dwellings where regulations are designed to accomplish the following:

- to promote and encourage a suitable environment for family life;
- to provide space for community facilities needed to compliment urban residential areas and for institutions that require a residential environment;
- to minimize traffic congestion and to avoid an overload of utilities designed to service only low-density residential use.

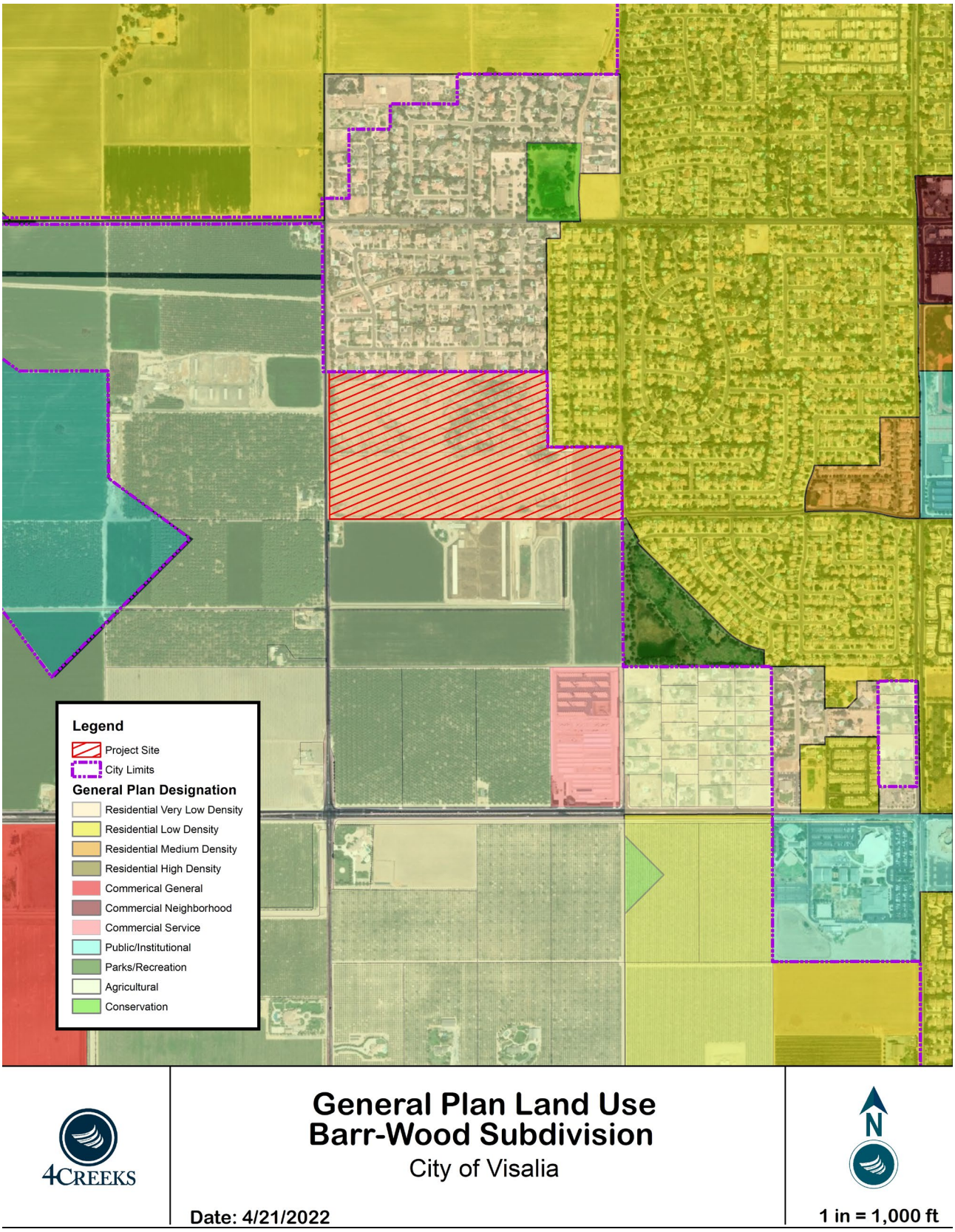


Figure 3-8: General Plan Land Use Designation

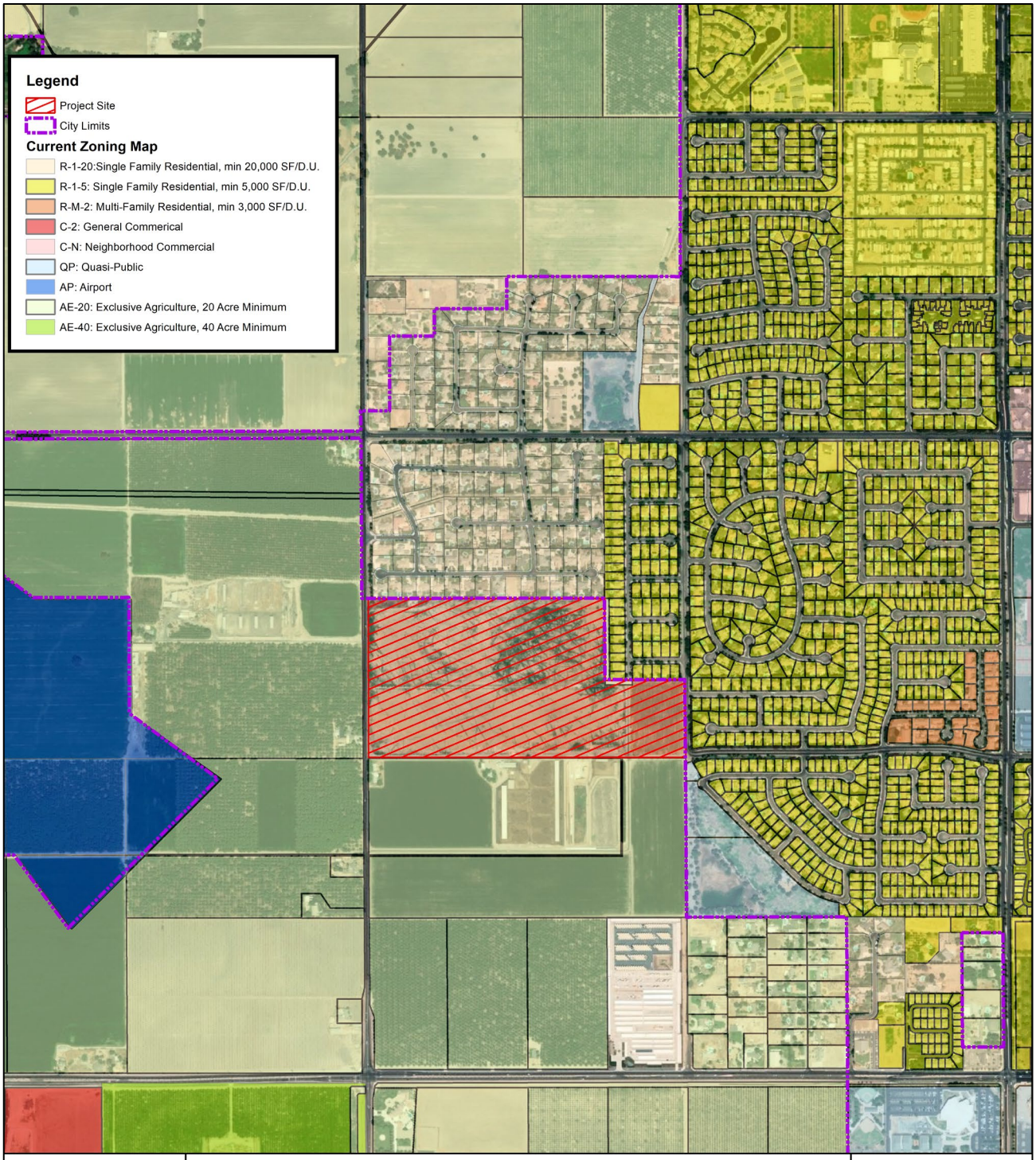


Figure 3-9: Zoning Map

Discussion

a) Would the project physically divide an established community?

No Impact: The proposed project will not physically divide an established community. The proposed project site is designated for Very Low Density Residential 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 project site is located on land designated for residential use. The proposed project does not conflict with this land use, or any other policy or regulation adopted for the purpose of avoiding or mitigating 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 takes place along rivers and at the base of the Sierra foothills. However, the Visalia Planning Area currently contains three former sand and gravel mines, but no currently operating mines and no 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 to prevent adverse environmental impacts and to preserve the state's mineral resources. The Act is enforced by the California Department of Conservation's Division of Mine Reclamation.

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: There are no known mineral resources of importance 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. For that reason, 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 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 surface of the earth and downward into the earth. Operation of heavy construction equipment, particularly pile driving and other impacts devices such as pavement breakers create 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 receptor is the Wildhorse Subdivision that borders the Southeast border 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 any of the categorical noise level standards shown in Table

3-14. The standards are shown in A-weighted decibels (dBA). For Single Family Residential, the exterior noise during the daytime is to be below 70 dBA, and the indoor noise during the daytime is to be below 55 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 3-14: City of Visalia Noise Standards. Source: City of Visalia Noise Ordinance

City of Visalia General Plan

The current noise element of the City's General Plan establishes goals and policies intended 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: Project construction is anticipated to last approximately 66 months and will involve temporary noise sources in the vicinity of the project. The average noise levels generated by construction equipment that will likely be used in the proposed project are provided in Table 3-15.

The nearest residence and sensitive receptor are the single-family homes surrounding 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 another residential community, a 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.

Long term noise levels resulting from the project would be produced by single family residential homes, which are not normally associated with high operational noise levels. Because noise generated during project construction would be intermittent, short term, and would not exceed the thresholds established by the Visalia Noise Ordinance for sensitive receptors and the project does not propose uses that would typically generate high noise levels, 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 3-15. 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

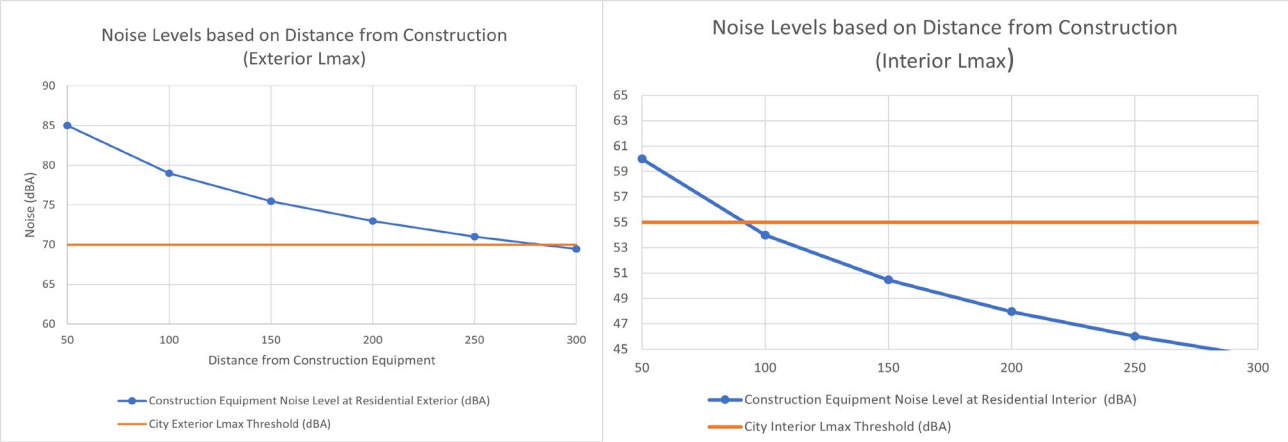


Figure 3-10: Construction Related Noise Levels Based on Distance from Construction Equipment. Interior Noise=Assume 25 dB Exterior to Interior Noise Reduction

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 3-16.

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 3-16. Vibration Levels Generated by Construction Equipment. Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.

The primary source of vibration during project construction would likely be from a bulldozer (tractor), which would generate 0.089 inch 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 inch/second. Because vibrations generated by project construction would not exceed 0.12 inch/second, the impact is *less than significant.*

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 proposed project is located approximately 1.77 miles Southeast 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. All land uses located outside of the 65 dB contours are considered less than significant. Implementation of the proposed project would not result in a safety hazard for people residing or working in the project area. 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 stated the population in the City of Visalia to be 141,214 as of April 2020. This is an increase from the 2010 census, which counted the population in the City of Visalia to be 124,442. Factors that influence population growth in Visalia include job availability, housing availability, and the capacity of proposed and existing infrastructure.

Regulatory Setting

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

City of Visalia 2003 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.
- *U-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 United States Census Bureau stated the population in the City of Visalia to be 141,214 as of April 2020. The project proposes to construct 136 new single family residential units. The US

Census Bureau states that the City's average household size is 2.99 persons. Based on this average household size, the anticipated population increase because of the proposed project is 407 persons. The construction of housing at this location would not be unplanned, as the Visalia General Plan designated the proposed project site for very low density residential. Additionally, the city is planning for more businesses, services, and infrastructure to accommodate the new population. Overall, the project will not constitute an unplanned increase in growth and population. 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: There project would not displace any existing housing. There is one existing house on the site which will be removed. Overall, this will increase the amount of available housing in the community. 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 5 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 #53 is the nearest fire station to the site, approximately .77 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 3.6 miles Northeast of the proposed project site. VPD Substation District 2 is located approximately 2.3 miles Southeast of the 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 located approximately .63 miles West (El Diamante High 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 prior to 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 be stabilized, and for 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.

City of Visalia General Plan

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

- *PSCU-P-33:* Coordinate land use and development with school location and site design, working with the Visalia Unified School District and other districts to ensure that adequate facilities are available and integrated with neighborhoods.

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: The VFD will provide fire protection services to the proposed development. The closest fire station is Station #53, located .77 miles Northeast of the project site at 5025 W Walnut Ave. The Fire Department uses the National Fire Protection Association (NFPA) standard for fire protection services, which requires 1 responder per 1,000 residents. The addition of 136 residential units will increase the demand for fire protection services. The city currently has .48 responders per 1,000 residents. By 2030, the city expects growth up to a total of 210,000 residents. This would result in .32 responders per 1,000 residents. This will require an additional 85 on-duty responders by 2030 to meet 1 responder per 1,000 residents, or 41 new responders to meet the current ratio. The existing fire stations are placed to provide optimum service, however new stations will be needed to support the expanding city. To support the expansion of fire services, a development impact fee of $2,002 per gross acre will be paid for fire services. The total development impact fee for fire services would be $138,839.

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 in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant.*

b. Police protection?

Less than Significant Impact: The VPD will provide services to the proposed development. The VPD headquarters are located approximately 3.6 miles Northeast of the proposed project site. VPD Substation District 2 is located approximately 2.3 miles Southeast of the project site. The development would increase the demand for police service with the addition of 136 residential units. The VPD does not establish service standards either in terms of officers per thousand residents or in incident response time but plans to maintain the current ratio of 1.7 officers per 1,000 residents. The Department has 143 sworn officers working out of two districts, as well as seven reserve sworn officers, 64 civilian officers, and 65 volunteers. The demand for additional officers and equipment will be compensated by the development impact fee of $ 1,832 per acre of Low-Density Housing. The total development impact fee for police protection services would be $127,049.

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 in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant*.

c. Schools?

Less than Significant Impact: The proposed project is within the (VUSD) from Kindergarten through 12th Grade. The District includes 25 elementary schools, four middle schools, four traditional high schools, and alternative education programs. The City of Visalia predicts the generation rates shown below in Table 3-17.

School Type	Single Family Generation Rate	Number of Students
Elementary School	0.448	61
Middle School	.092	13
High School	.156	21

Table 3-17: Student Generation Rates, City of Visalia General Plan

Since the proposed project includes the addition of 136 single family homes, the number of students will increase by approximately 95. The proposed project site is located within the Planning Area's limits and therefore, growth associated with the Project has been planned and expected. In addition to the goals and policies of the City's General Plan, future development is required to pay development impact fees to the school districts at the time of building permit issuance. The City of Visalia charges $4.41 per square foot of residential development. This would total up to $1,079,568. These impact fees are used by the school districts to maintain existing and develop new facilities, as needed. Therefore, the impact is *less than significant.*

d. Parks?

Less than Significant Impact: The addition of 136 new residential units would result in more use of the existing parks. Parks within a half-mile to one-mile radius that would service the proposed development include Sunset Park and John Combs Park. The project plans to include 3.7 acres of parkland with walking trails. Since the project would not lower the existing level of services for parks, and the proposed project would contribute its fair share to parks facilities through in-lieu 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. The fees for these are $602 per single family unit. This is a total of $81,872 for Public Facilitates. Additional development fees will be paid to offset the increased demand for public services related to transportation, water, wastewater, groundwater recharge, storm drainage, and general governmental services. 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 park and open space recreation needs of the community. 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, which are intended to serve the recreational needs of a larger area of the city. There are currently 4 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 2 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 for the operation and maintenance of 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.
- *PSCU-P-10:* Adopt and implement parkland dedication requirements for all subdivisions, consistent with the Quimby Act and Policy PSCU-P-2. This requirement will be integrated with the City's Park Acquisition Development Fee Program.

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 proposed project is anticipated to increase the Visalia population by approximately 407 residents. Based on the desired parkland ratio of five acres per 1000 residents identified in the Visalia General Plan, the Project would need to provide approximately 2.03 acres of parkland/open space. The project has 3.7 acres of parkland, more than the required amount. 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 proposed project does not include any recreational facilities or require the construction or expansion of any recreational facilities that would have an adverse physical effect on 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

Vehicular Access

Vehicular access to the project is available via South Roeben Street on the East side of the site, and South Shirk Road (Road 92) on the West side of the site. The project includes a network of local streets that provide full access to the project site.

Parking

Each Single-Family home will contain at least a two-car garage, as well as room for two more cars in the driveway. Street parking will be limited due to reduced street widths. 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: The existing General Plan established LOS "D" as the minimum acceptable LOS standard on city facilities. A traffic study prepared for the project (Appendix E) concluded that the project would not result in a significant increase in vehicle or truck trips.

Table 3-18 shows the estimated vehicle trips generated for the proposed project. The proposed project is expected to generate approximately 1,339 daily trips, including 99 AM peak hour trips (26 inbound, 73 outbound) and 133 PM peak hour trips (84 inbound, 49 outbound).

Single-Family Detached Housing (ITE Code 210) -Project Phase	Total Units	Daily*	AM Peak Hour*				PM Peak Hour*			
		Trips	% In: Out	In	Out	Total	% In: Out	In	Out	Total
Phase 1	43	464	26:74	9	26	35	63:37	28	17	45
Phase 2 (add 46 units)	89	906	26:74	17	50	67	63:37	56	33	89
Phase 3 (add 47 units)	136	1,339	26:74	26	73	99	63:37	84	49	133
Total Project	**136**	**1,339**	**26:74**	**26**	**73**	**99**	**63:37**	**84**	**49**	**133**

**Regression equations used based on procedure in Trip Generation Handbook, 3rd Edition, September 2017*

TABLE 3-18: PROPOSED PROJECT TRIP GENERATION

According to the *City of Visalia's Procedures for Traffic Impact Analysis* (TIA), March 2021, residential developments generating less than 200 peak hour trips do not require a TIA. Therefore, as per the City's TIA guidelines, it is anticipated the project will not require a TIA.

Whitendale Avenue does not currently exist between Shirk Road and Roeben Street. Phase 1 of the project is expected to generate approximately 464 daily trips, including 35 AM peak hour trips (9 inbound, 26 outbound) and 45 PM peak hour trips (28 inbound, 17 outbound). The number of trips generated during both the AM and PM peak hours for Phase 1 are significantly less than the total project and less than the City's TIA guidelines that would require additional analysis.

Given that Whitendale Avenue does not currently exist, that few trips will be generated during Phase 1, and that the City's TIA guidelines do not require analysis for residential projects generating less than 200 peak hour trips, it is not anticipated that there will be any significant impact to adjacent intersections during Phase 1 or that additional analysis should be required. The City of Visalia Traffic Impact Fee facilities list includes traffic signal projects which are not individually identified. The project will pay its fair share of traffic impact fees to support payment of the signals. 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: 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: *"Residential, office, or mixed-use projects that are consistent with the City's General Plan and located within green-colored VMT zones, as shown in Figures 6, 7, and 8, respectively, are presumed to have similar low VMT profiles and could be screened out from further VMT analysis."*

The State of California Governor's Office of Planning and Research document entitled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 (OPR Guidelines) provides the reasoning for the screen out. The OPR Guidelines state: *"Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps may be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."*

The Project is consistent with Visalia's General Plan land use, and the Project is within a green-colored VMT zone, shown in Figure 3-11. Therefore, the Project can be screened out will not need a VMT analysis. There is a *less than significant impact.*

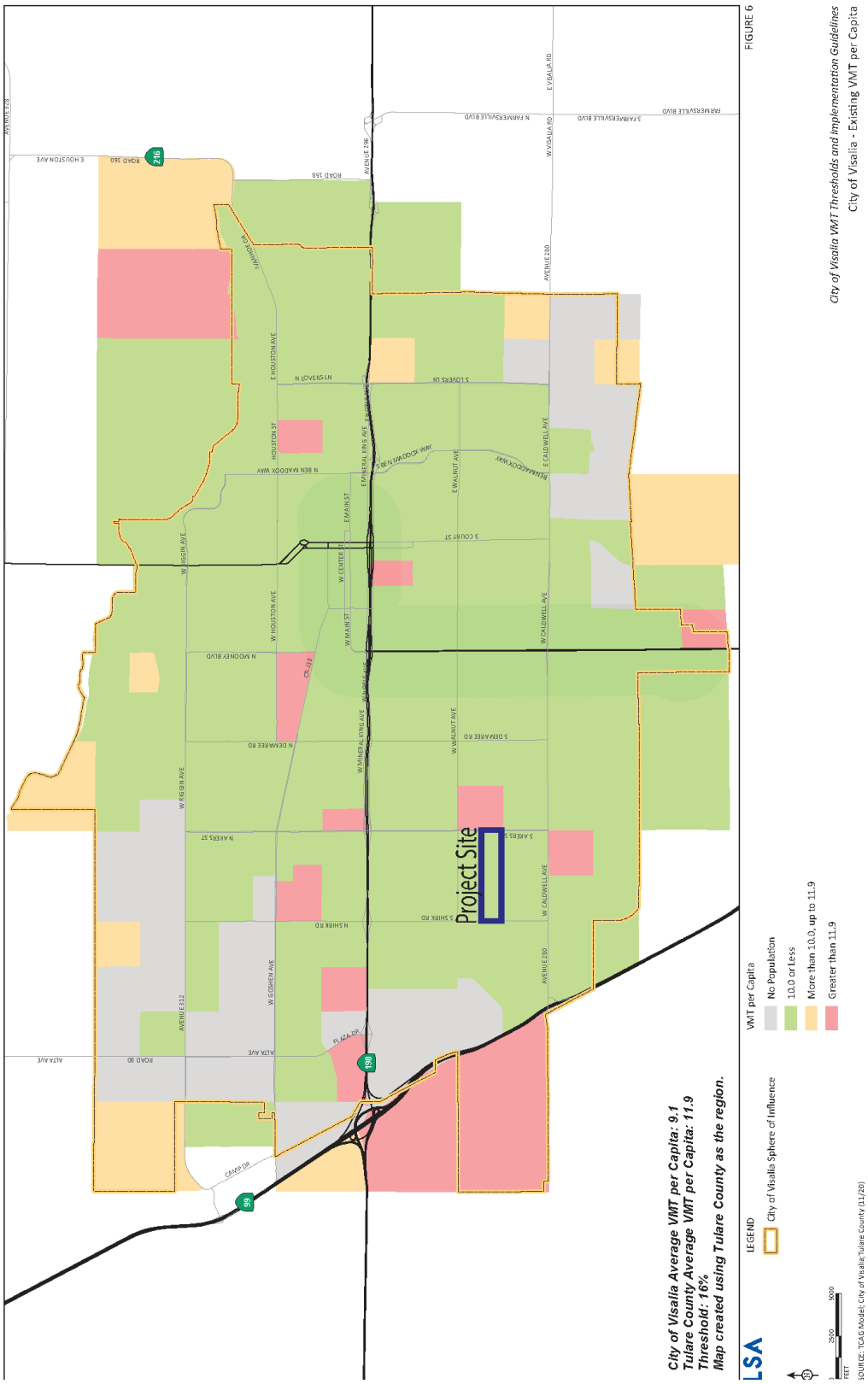


Figure 3-11: Visalia Existing VMT per Capita

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: The project does not propose any incompatible uses or include any design features that could increase traffic hazards. The project does include two new vehicle access points on S Roeben Street and S Shirk Road. This improvement will be subject to review by the City's engineer to ensure the new access point does not pose any safety risks due to project design. 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: This project would not result in inadequate emergency access. Emergency access to the site would be via S Roeben Street and S Shirk Road. During the first phase of construction, the access on S Shirk Road would not be built yet. However, a temporary emergency access will connect to W Whitendale Avenue. A network of local roads within the proposed project property provides full access to all buildings within the development. The Project would have no impact on 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.	☐	☑	☐	☐

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. Prior to 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.

Cultural Resources Record Search

On May 20, 2022, Taylored Archaeology requested a cultural resource records search from the SSJVIC of the CHRIS at California State University in Bakersfield, California. The purpose of this request was

to identify any prehistoric or historical resources on or near the Project site that had been previously recorded within the Project boundary and a 0.5-mile radius of the Project area and identify and review prior cultural resource investigations completed in or near the Project boundary. SSJVIC staff researched historical USGS topographic maps, reports of previous cultural resource investigations, archaeological site and survey base maps, cultural resource records (DPR forms) as well as listings of the Historic Properties Directory of the Office of Historic Preservation, General Land Office Maps, Archaeological Determinations of Eligibility, and the California Inventory of Historic Resources. According to the SSJVIC records search, there has been two previous cultural resource investigations within the Project area. One is a literature review of the Project region and the second is a book on conflicts between Native Americans and California gold miners during the 1850s Gold Rush in Mariposa. Neither of these reports included archaeological surveys. There have been five cultural resource studies conducted within a 0.5-mile radius of the project. There have been no cultural resources were previously recorded within the Project area. or within the 0.5-mile radius. Additionally, no recorded cultural resources are recorded within the Project There is two cultural resources within a 0.5-mile radius of the project site. Both are historic-era, rural, single-family residences. In addition to the SSJVIC research, Taylored Archaeology further reviewed the cultural resources 0.5-miles from the Project boundary. Using Google Earth aerial maps, one of the historic homes was determined to have been demolished in 2021.

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 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.

On May 20, 2022, Taylored Archaeology sent an email to the NAHC requesting a Sacred Lands File (SLF) search to identify places in or near the Project area that may be tribal cultural resources, including sacred sites or other resources of importance. The results of this search were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area.

Following AB 52, Native American Tribes that could potentially be impacted by the Project 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.

The Santa Rosa Rancheria Tachi-Yokut Tribe responded regarding their concerns. A representative of the Tribe stated "Due to Tribal history and knowledge of the project area, the Tribe has concerns and is requesting that an archaeological firm be hired to conduct a pre-construction survey, a records search with the NAHC and CHRIS center, and monitoring of any ground disturbing activities. We request to be put in contact with the archaeological firm hired so we can maintain updates about the project."

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 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 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Based on the results of the records search, 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. The Santa Rosa Rancheria Tachi-Yokut Tribe responded regarding their concerns. A representative of the Tribe stated "Due to Tribal history and knowledge of the project area, the Tribe has concerns and is requesting that an archaeological firm be hired to conduct a pre-construction survey, a records search with the NAHC and CHRIS center, and monitoring of any ground disturbing activities. We request to be put in contact with the archaeological firm hired so we can maintain updates about the project." Implementation of Mitigation Measures CUL-1, CUL-2, CUL-3, and CUL-4 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: 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.

Mitigation Measure CUL-3: Prior to the start of construction, an archaeological firm shall be hired to conduct a pre-construction survey and submit a comprehensive report to the lead agency for review and approval prior to the start of construction. This report should document the findings of the pre-construction survey and include an assessment of the potential impacts of the proposed project on any identified archaeological resources. The plan should outline specific measures that will be implemented, such as construction phasing, site buffering, and artifact preservation, to protect the cultural resources, if any are discovered. To ensure compliance, the project approval should require that the archaeological survey report and the associated plan be prepared by a qualified archaeologist and that the survey and monitoring activities be conducted in accordance with relevant state and federal regulations and best practices. By requiring a comprehensive archaeological survey report and

a detailed mitigation plan, the lead agency can ensure that any impacts to archaeological resources are avoided or minimized to the fullest extent possible.

Mitigation Measure CUL-4: During any ground disturbing activities, an archaeological firm shall be hired to monitor the Project Site. The monitoring should be conducted by a qualified archaeologist with experience in the region and in compliance with relevant state and federal regulations and best practices. The monitoring should include regular site inspections to identify any archaeological resources that may have been uncovered during ground-disturbing activities. If any resources are identified, the monitoring should also include documentation, mapping, and analysis of the resources, as well as the development of a mitigation plan to address any potential impacts to the resources.

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 are provided to the site by the City of Visalia. The City owns a Water Conservation Plant (WCP) to treat wastewater. Presently, 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 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 provides waste collection for commercial uses and processes recyclable material. Tulare County Compost and Biomass processes green waste.

The Tulare County Resource Management Agency manages some 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 per year, which is equivalent to about 5 pounds per person per day or one ton per county

resident per year. The County operates three disposal sites: the Visalia Disposal Site, northwest of Visalia; the Woodville Disposal Site, southeast of Tulare; and the Teapot Dome Disposal Site, southwest of Porterville. These sites have a remaining capacity of 24,258,052 cubic yards, with a total capacity of 37,101,523 cubic yards.

Water

The California Water Service Company (Cal Water) distribute 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 currently has the capacity to 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.

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 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 have the capacity to manage the projected growth expected in the General Plan. To compensate for these services, new development will be required to pay impact fees. It is not anticipated that implementation of the proposed 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 currently has the capacity to 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. Using average per-person water use in Visalia (183 gallons; 2020 Urban Water Management Plan) and the average household size in Visalia (2.99 persons; US Census Bureau), water demand for the proposed 136-unit residential development is estimated to be approximately 74,415 gallons of water daily, or about 83-acre feet per year. With the system capacity at 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. The available water supply is expected to supply the projected population. In 2030, the projected demand is expected to 35,276 AF of groundwater, in 2035, there is expected to be 38,310 AF of groundwater, and in 2040 there is expected to be 41,258 AF of groundwater. To compensate for these services, new development will be required to pay impact fees for new water services, along with the reduced water use implementations from the polices 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 project does not propose any new or expanded uses and is therefore not anticipated to result in increased demand for wastewater treatment services beyond existing conditions in the Visalia General Plan. Additionally, the City's MEIR has 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, a future upgrade plans to increase the capacity to 26 mgd. Based on the average per-acre daily wastewater use (1,300 gallons; City of Visalia General Plan), the 69.35-acre project would produce approximately 90,155 mgd of wastewater.

Because the City's sewer system has the capacity to 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: Sunset Waste Systems provides solid waste services to the proposed project site. The project does not propose any new or expanded uses and is therefore not anticipated to result in increased generation of solid waste beyond existing conditions. Additionally, the disposal sites are at less than half capacity. Because the City's existing infrastructure has the capacity to accommodate the solid waste currently planned in the General Plan for expanded population, 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 is *no impact.*

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

No Impact: This proposed project conforms to all applicable statutes and regulations related to solid waste disposal. The proposed project will comply with the adopted policies related to solid waste, and will comply with all applicable federal, state, and local statutes and regulations pertaining to disposal of solid waste, including recycling. 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 project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Visalia Fire Department will review the project to ensure the project does not impair emergency response or emergency evacuation. Additionally, 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 area of agricultural and urban land which is considered to be at little risk of fire. Additionally, 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 construction of the project 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 or downstream flooding or landslides as a result of 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 assessment of the significance of the cumulative effects of a project must, therefore, be conducted 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 contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the project design to reduce all potentially significant impacts to less than significant, which results in a *less than significant* impact to 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 in order to monitor the implementation of the mitigation measures that have been adopted for the project. This Mitigation Monitoring and Reporting Program (MMRP) has been created based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Barr-Wood 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 the time the mitigation measure should be initiated. The fourth column, "Responsible Party for Monitoring," names the party ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that the individual mitigation measures have been monitored.

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

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 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	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure CUL-3: Prior to the start of construction, an archaeological firm shall be hired to conduct a pre-construction survey and submit a comprehensive report to the lead agency for review and approval prior to the start of construction. This report should document the findings of the pre-construction survey and include an assessment of the potential impacts of the proposed project on any identified archaeological resources. The plan should outline specific measures that will be implemented, such as construction phasing, site buffering, and artifact preservation, to protect the cultural resources, if any are discovered. To ensure compliance, the project approval should require that the archaeological survey report and the associated plan be prepared by a qualified archaeologist and that the survey and monitoring activities be conducted in accordance with relevant state and federal regulations and best practices. By requiring a comprehensive archaeological survey report and a detailed mitigation plan, the lead agency can ensure that any impacts to archaeological resources are avoided or minimized to the fullest extent possible.	Project Applicant	Prior to the Start of Construction	Contractor/ Lead Agency	
Mitigation Measure CUL-4: During any ground disturbing activities, an archaeological firm shall be hired to monitor the Project Site. The monitoring should be conducted by a qualified archaeologist with experience in the region and in compliance with relevant state and federal regulations and best practices. The monitoring should include regular site inspections to identify any archaeological resources that may have been uncovered during ground-disturbing activities. If any resources are identified, the monitoring should also include documentation, mapping, and analysis of the resources, as well as the development of a mitigation plan to address any potential impacts to the resources.	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
25. Phase I Cultural Resource Assessment - Consuelo Y. Sauls, Taylored Archaeology
26. Biological Resource Assessment – Soar Environmental Consulting

Section 4

List of Preparers

City of Visalia
315 E Acequia Ave
Visalia, CA 93291

SECTION 4
List of Preparers

Project Title: Barr-Wood Subdivision

List of Preparers

4-Creeks Inc.

- David Duda, AICP, GISP
- Steve Macias, Civil Engineer
- Molly McDonnel, Associate Planner
- Lisa M. Wallis-Dutra, Sr. Traffic Engineer

Persons and Agencies Consulted

The following individuals and agencies contributed to this Initial Study/Mitigated Negative Declaration:

City of Visalia

- Cristobal Carrillo, Planning Division
- Brandon Smith, Planning Division
- Leslie Blair, Senior Civil Engineer
- Adrian Rubalcaba, Associate Engineer

Taylored Archaeology

- Consuelo Y. Sauls, Archaeologist

California Historic Resources Information System

- Celeste Thomson, Coordinator

SOAR Environmental Consulting

- Ben Arax, Biologist

Appendix A

CalEEMod Report

Part 1

Projected Emissions from CalEEMod

Barr-Wood Subdivision - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Barr-Wood Subdivision

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	136.00	Dwelling Unit	69.35	244,800.00	389

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

Project Characteristics -

Land Use - Lot Acerage Established

Construction Phase -

Off-road Equipment -

Trips and VMT -

Grading -

Fleet Mix - District Accepted Fleet Mix for Residential Projects

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.55	0.51
tblFleetMix	LDT1	0.05	0.22
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.02	8.0000e-004
tblFleetMix	LHD2	6.6100e-003	1.0000e-003
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.14	0.06
tblFleetMix	MH	2.8150e-003	3.0000e-003
tblFleetMix	MHD	0.01	7.4000e-003
tblFleetMix	OBUS	6.1700e-004	0.00
tblFleetMix	SBUS	1.2780e-003	1.2000e-003
tblFleetMix	UBUS	4.6500e-004	4.4000e-003
tblLandUse	LotAcreage	44.16	69.35

2.0 Emissions Summary

Barr-Wood Subdivision - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3378	3.2874	2.9256	6.1100e-003	0.9379	0.1426	1.0805	0.4134	0.1320	0.5454	0.0000	536.9894	536.9894	0.1500	3.2600e-003	541.7105
2024	0.2155	1.8635	2.3049	4.3500e-003	0.0641	0.0812	0.1453	0.0174	0.0764	0.0937	0.0000	381.3573	381.3573	0.0732	6.8600e-003	385.2317
2025	0.1995	1.7273	2.2724	4.3100e-003	0.0639	0.0697	0.1335	0.0173	0.0655	0.0828	0.0000	378.3617	378.3617	0.0724	6.6300e-003	382.1490
2026	0.1980	1.7254	2.2622	4.2900e-003	0.0639	0.0696	0.1335	0.0173	0.0655	0.0828	0.0000	376.6949	376.6949	0.0723	6.4500e-003	380.4235
2027	0.1843	1.6200	2.1993	4.0700e-003	0.0556	0.0670	0.1226	0.0150	0.0629	0.0779	0.0000	357.4469	357.4469	0.0744	5.2400e-003	360.8672
2028	2.3192	0.1725	0.2979	4.9000e-004	4.7800e-003	8.2300e-003	0.0130	1.2700e-003	7.7200e-003	8.9900e-003	0.0000	43.0118	43.0118	0.0103	9.0000e-005	43.2953
Maximum	**2.3192**	**3.2874**	**2.9256**	**6.1100e-003**	**0.9379**	**0.1426**	**1.0805**	**0.4134**	**0.1320**	**0.5454**	**0.0000**	**536.9894**	**536.9894**	**0.1500**	**6.8600e-003**	**541.7105**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3378	3.2874	2.9256	6.1100e-003	0.9379	0.1426	1.0805	0.4134	0.1320	0.5454	0.0000	536.9888	536.9888	0.1500	3.2600e-003	541.7099
2024	0.2155	1.8635	2.3049	4.3500e-003	0.0641	0.0812	0.1453	0.0174	0.0764	0.0937	0.0000	381.3569	381.3569	0.0732	6.8600e-003	385.2314
2025	0.1995	1.7273	2.2724	4.3100e-003	0.0639	0.0697	0.1335	0.0173	0.0655	0.0828	0.0000	378.3614	378.3614	0.0724	6.6300e-003	382.1486
2026	0.1980	1.7254	2.2622	4.2900e-003	0.0639	0.0696	0.1335	0.0173	0.0655	0.0828	0.0000	376.6945	376.6945	0.0723	6.4500e-003	380.4232
2027	0.1843	1.6200	2.1993	4.0700e-003	0.0556	0.0670	0.1226	0.0150	0.0629	0.0779	0.0000	357.4465	357.4465	0.0744	5.2400e-003	360.8668
2028	2.3192	0.1725	0.2979	4.9000e-004	4.7800e-003	8.2300e-003	0.0130	1.2700e-003	7.7200e-003	8.9900e-003	0.0000	43.0117	43.0117	0.0103	9.0000e-005	43.2952
Maximum	**2.3192**	**3.2874**	**2.9256**	**6.1100e-003**	**0.9379**	**0.1426**	**1.0805**	**0.4134**	**0.1320**	**0.5454**	**0.0000**	**536.9888**	**536.9888**	**0.1500**	**6.8600e-003**	**541.7099**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2023**	**3-31-2023**	1.0696	1.0696
2	**4-1-2023**	**6-30-2023**	1.2339	1.2339
3	**7-1-2023**	**9-30-2023**	0.7667	0.7667
4	**10-1-2023**	**12-31-2023**	0.5577	0.5577
5	**1-1-2024**	**3-31-2024**	0.5167	0.5167

Barr-Wood Subdivision - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6	**4-1-2024**	**6-30-2024**	0.5154	0.5154
7	**7-1-2024**	**9-30-2024**	0.5211	0.5211
8	**10-1-2024**	**12-31-2024**	0.5224	0.5224
9	**1-1-2025**	**3-31-2025**	0.4755	0.4755
10	**4-1-2025**	**6-30-2025**	0.4795	0.4795
11	**7-1-2025**	**9-30-2025**	0.4847	0.4847
12	**10-1-2025**	**12-31-2025**	0.4860	0.4860
13	**1-1-2026**	**3-31-2026**	0.4746	0.4746
14	**4-1-2026**	**6-30-2026**	0.4786	0.4786
15	**7-1-2026**	**9-30-2026**	0.4839	0.4839
16	**10-1-2026**	**12-31-2026**	0.4852	0.4852
17	**1-1-2027**	**3-31-2027**	0.4738	0.4738
18	**4-1-2027**	**6-30-2027**	0.4778	0.4778
19	**7-1-2027**	**9-30-2027**	0.4831	0.4831
20	**10-1-2027**	**12-31-2027**	0.3678	0.3678
21	**1-1-2028**	**3-31-2028**	1.2393	1.2393
22	**4-1-2028**	**6-30-2028**	1.2526	1.2526
		Highest	1.2526	1.2526

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	9.6109	0.1577	10.2823	0.0150		1.2772	1.2772		1.2772	1.2772	112.9917	60.5657	173.5575	2.7000e-003	0.0111	176.9179
Energy	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	363.9391	363.9391	0.0195	5.1200e-003	365.9517
Mobile	0.2770	0.5508	3.4586	0.0105	1.3295	7.1700e-003	1.3367	0.3549	6.6900e-003	0.3616	0.0000	1,037.9700	1,037.9700	0.0520	0.0449	1,052.6486
Waste						0.0000	0.0000		0.0000	0.0000	28.4269	0.0000	28.4269	1.6800	0.0000	70.4263
Water						0.0000	0.0000		0.0000	0.0000	2.8112	11.9706	14.7817	0.2897	6.9400e-003	24.0935
Total	**9.9053**	**0.8574**	**13.8043**	**0.0265**	**1.3295**	**1.2964**	**2.6259**	**0.3549**	**1.2959**	**1.6509**	**144.2298**	**1,474.4453**	**1,618.6751**	**2.0439**	**0.0680**	**1,690.0380**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	9.6109	0.1577	10.2823	0.0150		1.2772	1.2772		1.2772	1.2772	112.9917	60.5657	173.5575	2.7000e-003	0.0111	176.9179
Energy	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	363.9391	363.9391	0.0195	5.1200e-003	365.9517
Mobile	0.2663	0.4632	2.9075	8.2300e-003	1.0306	5.7200e-003	1.0363	0.2751	5.3400e-003	0.2805	0.0000	811.8840	811.8840	0.0442	0.0373	824.1087
Waste						0.0000	0.0000		0.0000	0.0000	28.4269	0.0000	28.4269	1.6800	0.0000	70.4263
Water						0.0000	0.0000		0.0000	0.0000	2.8112	11.9706	14.7817	0.2897	6.9400e-003	24.0935
Total	**9.8945**	**0.7699**	**13.2531**	**0.0242**	**1.0306**	**1.2950**	**2.3256**	**0.2751**	**1.2946**	**1.5697**	**144.2298**	**1,248.3594**	**1,392.5891**	**2.0360**	**0.0604**	**1,461.4981**

	ROG	NOx	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	**0.11**	**10.21**	**3.99**	**8.64**	**22.48**	**0.11**	**11.44**	**22.49**	**0.10**	**4.92**	**0.00**	**15.33**	**13.97**	**0.38**	**11.15**	**13.52**

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	1/1/2023	2/24/2023	5	40	
2	Grading	Grading	2/25/2023	7/28/2023	5	110	
3	Building Construction	Building Construction	7/29/2023	10/29/2027	5	1110	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	10/30/2027	2/11/2028	5	75	
5	Architectural Coating	Architectural Coating	2/12/2028	5/26/2028	5	75	

Acres of Grading (Site Preparation Phase): 60

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 495,720; Residential Outdoor: 165,240; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	49.00	15.00	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	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0532	0.5505	0.3649	7.6000e-004		0.0253	0.0253		0.0233	0.0233	0.0000	66.9014	66.9014	0.0216	0.0000	67.4423
Total	**0.0532**	**0.5505**	**0.3649**	**7.6000e-004**	**0.3931**	**0.0253**	**0.4185**	**0.2021**	**0.0233**	**0.2253**	**0.0000**	**66.9014**	**66.9014**	**0.0216**	**0.0000**	**67.4423**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2600e-003	8.8000e-004	9.8200e-003	2.0000e-005	2.8700e-003	1.0000e-005	2.8800e-003	7.6000e-004	1.0000e-005	7.8000e-004	0.0000	2.3060	2.3060	8.0000e-005	7.0000e-005	2.3299
Total	**1.2600e-003**	**8.8000e-004**	**9.8200e-003**	**2.0000e-005**	**2.8700e-003**	**1.0000e-005**	**2.8800e-003**	**7.6000e-004**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**2.3060**	**2.3060**	**8.0000e-005**	**7.0000e-005**	**2.3299**

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					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0532	0.5505	0.3649	7.6000e-004		0.0253	0.0253		0.0233	0.0233	0.0000	66.9013	66.9013	0.0216	0.0000	67.4422
Total	**0.0532**	**0.5505**	**0.3649**	**7.6000e-004**	**0.3931**	**0.0253**	**0.4185**	**0.2021**	**0.0233**	**0.2253**	**0.0000**	**66.9013**	**66.9013**	**0.0216**	**0.0000**	**67.4422**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2600e-003	8.8000e-004	9.8200e-003	2.0000e-005	2.8700e-003	1.0000e-005	2.8800e-003	7.6000e-004	1.0000e-005	7.8000e-004	0.0000	2.3060	2.3060	8.0000e-005	7.0000e-005	2.3299
Total	**1.2600e-003**	**8.8000e-004**	**9.8200e-003**	**2.0000e-005**	**2.8700e-003**	**1.0000e-005**	**2.8800e-003**	**7.6000e-004**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**2.3060**	**2.3060**	**8.0000e-005**	**7.0000e-005**	**2.3299**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5062	0.0000	0.5062	0.2010	0.0000	0.2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1827	1.8984	1.5428	3.4100e-003		0.0784	0.0784		0.0721	0.0721	0.0000	299.9437	299.9437	0.0970	0.0000	302.3688
Total	**0.1827**	**1.8984**	**1.5428**	**3.4100e-003**	**0.5062**	**0.0784**	**0.5846**	**0.2010**	**0.0721**	**0.2730**	**0.0000**	**299.9437**	**299.9437**	**0.0970**	**0.0000**	**302.3688**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8400e-003	2.7000e-003	0.0300	8.0000e-005	8.7600e-003	5.0000e-005	8.8100e-003	2.3300e-003	4.0000e-005	2.3700e-003	0.0000	7.0461	7.0461	2.4000e-004	2.3000e-004	7.1192
Total	**3.8400e-003**	**2.7000e-003**	**0.0300**	**8.0000e-005**	**8.7600e-003**	**5.0000e-005**	**8.8100e-003**	**2.3300e-003**	**4.0000e-005**	**2.3700e-003**	**0.0000**	**7.0461**	**7.0461**	**2.4000e-004**	**2.3000e-004**	**7.1192**

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					0.5062	0.0000	0.5062	0.2010	0.0000	0.2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1827	1.8984	1.5428	3.4100e-003		0.0784	0.0784		0.0721	0.0721	0.0000	299.9433	299.9433	0.0970	0.0000	302.3685
Total	**0.1827**	**1.8984**	**1.5428**	**3.4100e-003**	**0.5062**	**0.0784**	**0.5846**	**0.2010**	**0.0721**	**0.2730**	**0.0000**	**299.9433**	**299.9433**	**0.0970**	**0.0000**	**302.3685**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8400e-003	2.7000e-003	0.0300	8.0000e-005	8.7600e-003	5.0000e-005	8.8100e-003	2.3300e-003	4.0000e-005	2.3700e-003	0.0000	7.0461	7.0461	2.4000e-004	2.3000e-004	7.1192
Total	**3.8400e-003**	**2.7000e-003**	**0.0300**	**8.0000e-005**	**8.7600e-003**	**5.0000e-005**	**8.8100e-003**	**2.3300e-003**	**4.0000e-005**	**2.3700e-003**	**0.0000**	**7.0461**	**7.0461**	**2.4000e-004**	**2.3000e-004**	**7.1192**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4926	127.4926	0.0303	0.0000	128.2508
Total	**0.0865**	**0.7912**	**0.8934**	**1.4800e-003**		**0.0385**	**0.0385**		**0.0362**	**0.0362**	**0.0000**	**127.4926**	**127.4926**	**0.0303**	**0.0000**	**128.2508**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3000e-004	0.0372	0.0112	1.7000e-004	5.4500e-003	2.4000e-004	5.6900e-003	1.5800e-003	2.3000e-004	1.8000e-003	0.0000	16.0366	16.0366	7.0000e-005	2.4100e-003	16.7572
Worker	9.4200e-003	6.6100e-003	0.0735	1.9000e-004	0.0215	1.1000e-004	0.0216	5.7100e-003	1.0000e-004	5.8100e-003	0.0000	17.2630	17.2630	5.9000e-004	5.5000e-004	17.4421
Total	**0.0104**	**0.0438**	**0.0847**	**3.6000e-004**	**0.0269**	**3.5000e-004**	**0.0273**	**7.2900e-003**	**3.3000e-004**	**7.6100e-003**	**0.0000**	**33.2996**	**33.2996**	**6.6000e-004**	**2.9600e-003**	**34.1993**

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	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4925	127.4925	0.0303	0.0000	128.2507
Total	**0.0865**	**0.7912**	**0.8934**	**1.4800e-003**		**0.0385**	**0.0385**		**0.0362**	**0.0362**	**0.0000**	**127.4925**	**127.4925**	**0.0303**	**0.0000**	**128.2507**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3000e-004	0.0372	0.0112	1.7000e-004	5.4500e-003	2.4000e-004	5.6900e-003	1.5800e-003	2.3000e-004	1.8000e-003	0.0000	16.0366	16.0366	7.0000e-005	2.4100e-003	16.7572
Worker	9.4200e-003	6.6100e-003	0.0735	1.9000e-004	0.0215	1.1000e-004	0.0216	5.7100e-003	1.0000e-004	5.8100e-003	0.0000	17.2630	17.2630	5.9000e-004	5.5000e-004	17.4421
Total	**0.0104**	**0.0438**	**0.0847**	**3.6000e-004**	**0.0269**	**3.5000e-004**	**0.0273**	**7.2900e-003**	**3.3000e-004**	**7.6100e-003**	**0.0000**	**33.2996**	**33.2996**	**6.6000e-004**	**2.9600e-003**	**34.1993**

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1500e-003	0.0885	0.0261	3.9000e-004	0.0130	5.7000e-004	0.0136	3.7600e-003	5.4000e-004	4.3000e-003	0.0000	37.6071	37.6071	1.7000e-004	5.6500e-003	39.2950
Worker	0.0206	0.0138	0.1609	4.3000e-004	0.0511	2.5000e-004	0.0514	0.0136	2.3000e-004	0.0138	0.0000	40.0278	40.0278	1.2500e-003	1.2100e-003	40.4189
Total	**0.0227**	**0.1023**	**0.1870**	**8.2000e-004**	**0.0641**	**8.2000e-004**	**0.0649**	**0.0174**	**7.7000e-004**	**0.0181**	**0.0000**	**77.6350**	**77.6350**	**1.4200e-003**	**6.8600e-003**	**79.7139**

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1500e-003	0.0885	0.0261	3.9000e-004	0.0130	5.7000e-004	0.0136	3.7600e-003	5.4000e-004	4.3000e-003	0.0000	37.6071	37.6071	1.7000e-004	5.6500e-003	39.2950
Worker	0.0206	0.0138	0.1609	4.3000e-004	0.0511	2.5000e-004	0.0514	0.0136	2.3000e-004	0.0138	0.0000	40.0278	40.0278	1.2500e-003	1.2100e-003	40.4189
Total	**0.0227**	**0.1023**	**0.1870**	**8.2000e-004**	**0.0641**	**8.2000e-004**	**0.0649**	**0.0174**	**7.7000e-004**	**0.0181**	**0.0000**	**77.6350**	**77.6350**	**1.4200e-003**	**6.8600e-003**	**79.7139**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-003	0.0878	0.0255	3.8000e-004	0.0129	5.7000e-004	0.0135	3.7400e-003	5.4000e-004	4.2800e-003	0.0000	36.8016	36.8016	1.6000e-004	5.5200e-003	38.4509
Worker	0.0189	0.0122	0.1479	4.1000e-004	0.0509	2.4000e-004	0.0512	0.0135	2.2000e-004	0.0138	0.0000	38.9052	38.9052	1.1200e-003	1.1100e-003	39.2646
Total	**0.0210**	**0.1000**	**0.1734**	**7.9000e-004**	**0.0639**	**8.1000e-004**	**0.0647**	**0.0173**	**7.6000e-004**	**0.0180**	**0.0000**	**75.7068**	**75.7068**	**1.2800e-003**	**6.6300e-003**	**77.7155**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-003	0.0878	0.0255	3.8000e-004	0.0129	5.7000e-004	0.0135	3.7400e-003	5.4000e-004	4.2800e-003	0.0000	36.8016	36.8016	1.6000e-004	5.5200e-003	38.4509
Worker	0.0189	0.0122	0.1479	4.1000e-004	0.0509	2.4000e-004	0.0512	0.0135	2.2000e-004	0.0138	0.0000	38.9052	38.9052	1.1200e-003	1.1100e-003	39.2646
Total	**0.0210**	**0.1000**	**0.1734**	**7.9000e-004**	**0.0639**	**8.1000e-004**	**0.0647**	**0.0173**	**7.6000e-004**	**0.0180**	**0.0000**	**75.7068**	**75.7068**	**1.2800e-003**	**6.6300e-003**	**77.7155**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0500e-003	0.0872	0.0251	3.8000e-004	0.0129	5.6000e-004	0.0135	3.7400e-003	5.4000e-004	4.2800e-003	0.0000	36.1232	36.1232	1.6000e-004	5.4100e-003	37.7395
Worker	0.0175	0.0109	0.1380	4.0000e-004	0.0509	2.2000e-004	0.0512	0.0135	2.1000e-004	0.0138	0.0000	37.9168	37.9168	1.0100e-003	1.0400e-003	38.2505
Total	**0.0196**	**0.0981**	**0.1631**	**7.8000e-004**	**0.0639**	**7.8000e-004**	**0.0647**	**0.0173**	**7.5000e-004**	**0.0180**	**0.0000**	**74.0400**	**74.0400**	**1.1700e-003**	**6.4500e-003**	**75.9900**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0500e-003	0.0872	0.0251	3.8000e-004	0.0129	5.6000e-004	0.0135	3.7400e-003	5.4000e-004	4.2800e-003	0.0000	36.1232	36.1232	1.6000e-004	5.4100e-003	37.7395
Worker	0.0175	0.0109	0.1380	4.0000e-004	0.0509	2.2000e-004	0.0512	0.0135	2.1000e-004	0.0138	0.0000	37.9168	37.9168	1.0100e-003	1.0400e-003	38.2505
Total	**0.0196**	**0.0981**	**0.1631**	**7.8000e-004**	**0.0639**	**7.8000e-004**	**0.0647**	**0.0173**	**7.5000e-004**	**0.0180**	**0.0000**	**74.0400**	**74.0400**	**1.1700e-003**	**6.4500e-003**	**75.9900**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1477	1.3467	1.7371	2.9100e-003		0.0570	0.0570		0.0536	0.0536	0.0000	250.4730	250.4730	0.0589	0.0000	251.9450
Total	**0.1477**	**1.3467**	**1.7371**	**2.9100e-003**		**0.0570**	**0.0570**		**0.0536**	**0.0536**	**0.0000**	**250.4730**	**250.4730**	**0.0589**	**0.0000**	**251.9450**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6700e-003	0.0716	0.0205	3.1000e-004	0.0107	4.6000e-004	0.0112	3.1000e-003	4.4000e-004	3.5400e-003	0.0000	29.2923	29.2923	1.3000e-004	4.3800e-003	30.6012
Worker	0.0135	8.0800e-003	0.1069	3.2000e-004	0.0422	1.7000e-004	0.0423	0.0112	1.6000e-004	0.0114	0.0000	30.6816	30.6816	7.6000e-004	8.0000e-004	30.9403
Total	**0.0152**	**0.0797**	**0.1273**	**6.3000e-004**	**0.0529**	**6.3000e-004**	**0.0535**	**0.0143**	**6.0000e-004**	**0.0149**	**0.0000**	**59.9738**	**59.9738**	**8.9000e-004**	**5.1800e-003**	**61.5414**

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	0.1477	1.3467	1.7371	2.9100e-003		0.0570	0.0570		0.0536	0.0536	0.0000	250.4727	250.4727	0.0589	0.0000	251.9447
Total	**0.1477**	**1.3467**	**1.7371**	**2.9100e-003**		**0.0570**	**0.0570**		**0.0536**	**0.0536**	**0.0000**	**250.4727**	**250.4727**	**0.0589**	**0.0000**	**251.9447**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6700e-003	0.0716	0.0205	3.1000e-004	0.0107	4.6000e-004	0.0112	3.1000e-003	4.4000e-004	3.5400e-003	0.0000	29.2923	29.2923	1.3000e-004	4.3800e-003	30.6012
Worker	0.0135	8.0800e-003	0.1069	3.2000e-004	0.0422	1.7000e-004	0.0423	0.0112	1.6000e-004	0.0114	0.0000	30.6816	30.6816	7.6000e-004	8.0000e-004	30.9403
Total	**0.0152**	**0.0797**	**0.1273**	**6.3000e-004**	**0.0529**	**6.3000e-004**	**0.0535**	**0.0143**	**6.0000e-004**	**0.0149**	**0.0000**	**59.9738**	**59.9738**	**8.9000e-004**	**5.1800e-003**	**61.5414**

3.5 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0206**	**0.1931**	**0.3280**	**5.1000e-004**		**9.4200e-003**	**9.4200e-003**		**8.6600e-003**	**8.6600e-003**	**0.0000**	**45.0433**	**45.0433**	**0.0146**	**0.0000**	**45.4075**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	5.2000e-004	6.8100e-003	2.0000e-005	2.6900e-003	1.0000e-005	2.7000e-003	7.1000e-004	1.0000e-005	7.2000e-004	0.0000	1.9567	1.9567	5.0000e-005	5.0000e-005	1.9732
Total	**8.6000e-004**	**5.2000e-004**	**6.8100e-003**	**2.0000e-005**	**2.6900e-003**	**1.0000e-005**	**2.7000e-003**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**1.9567**	**1.9567**	**5.0000e-005**	**5.0000e-005**	**1.9732**

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	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0206**	**0.1931**	**0.3280**	**5.1000e-004**		**9.4200e-003**	**9.4200e-003**		**8.6600e-003**	**8.6600e-003**	**0.0000**	**45.0433**	**45.0433**	**0.0146**	**0.0000**	**45.4075**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	5.2000e-004	6.8100e-003	2.0000e-005	2.6900e-003	1.0000e-005	2.7000e-003	7.1000e-004	1.0000e-005	7.2000e-004	0.0000	1.9567	1.9567	5.0000e-005	5.0000e-005	1.9732
Total	**8.6000e-004**	**5.2000e-004**	**6.8100e-003**	**2.0000e-005**	**2.6900e-003**	**1.0000e-005**	**2.7000e-003**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**1.9567**	**1.9567**	**5.0000e-005**	**5.0000e-005**	**1.9732**

3.5 Paving - 2028

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	0.0137	0.1287	0.2187	3.4000e-004		6.2800e-003	6.2800e-003		5.7800e-003	5.7800e-003	0.0000	30.0289	30.0289	9.7100e-003	0.0000	30.2717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0137**	**0.1287**	**0.2187**	**3.4000e-004**		**6.2800e-003**	**6.2800e-003**		**5.7800e-003**	**5.7800e-003**	**0.0000**	**30.0289**	**30.0289**	**9.7100e-003**	**0.0000**	**30.2717**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	3.1000e-004	4.2800e-003	1.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.8000e-004	1.0000e-005	4.8000e-004	0.0000	1.2781	1.2781	3.0000e-005	3.0000e-005	1.2884
Total	**5.3000e-004**	**3.1000e-004**	**4.2800e-003**	**1.0000e-005**	**1.7900e-003**	**1.0000e-005**	**1.8000e-003**	**4.8000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.2781**	**1.2781**	**3.0000e-005**	**3.0000e-005**	**1.2884**

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	0.0137	0.1287	0.2187	3.4000e-004		6.2800e-003	6.2800e-003		5.7800e-003	5.7800e-003	0.0000	30.0289	30.0289	9.7100e-003	0.0000	30.2717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0137**	**0.1287**	**0.2187**	**3.4000e-004**		**6.2800e-003**	**6.2800e-003**		**5.7800e-003**	**5.7800e-003**	**0.0000**	**30.0289**	**30.0289**	**9.7100e-003**	**0.0000**	**30.2717**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	3.1000e-004	4.2800e-003	1.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.8000e-004	1.0000e-005	4.8000e-004	0.0000	1.2781	1.2781	3.0000e-005	3.0000e-005	1.2884
Total	**5.3000e-004**	**3.1000e-004**	**4.2800e-003**	**1.0000e-005**	**1.7900e-003**	**1.0000e-005**	**1.8000e-003**	**4.8000e-004**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**1.2781**	**1.2781**	**3.0000e-005**	**3.0000e-005**	**1.2884**

3.6 Architectural Coating - 2028

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	2.2977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	**2.3041**	**0.0430**	**0.0678**	**1.1000e-004**		**1.9300e-003**	**1.9300e-003**		**1.9300e-003**	**1.9300e-003**	**0.0000**	**9.5747**	**9.5747**	**5.2000e-004**	**0.0000**	**9.5878**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	5.2000e-004	7.1400e-003	2.0000e-005	2.9900e-003	1.0000e-005	3.0000e-003	7.9000e-004	1.0000e-005	8.0000e-004	0.0000	2.1301	2.1301	5.0000e-005	5.0000e-005	2.1474
Total	**8.9000e-004**	**5.2000e-004**	**7.1400e-003**	**2.0000e-005**	**2.9900e-003**	**1.0000e-005**	**3.0000e-003**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**0.0000**	**2.1301**	**2.1301**	**5.0000e-005**	**5.0000e-005**	**2.1474**

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	2.2977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	**2.3041**	**0.0430**	**0.0678**	**1.1000e-004**		**1.9300e-003**	**1.9300e-003**		**1.9300e-003**	**1.9300e-003**	**0.0000**	**9.5747**	**9.5747**	**5.2000e-004**	**0.0000**	**9.5878**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	5.2000e-004	7.1400e-003	2.0000e-005	2.9900e-003	1.0000e-005	3.0000e-003	7.9000e-004	1.0000e-005	8.0000e-004	0.0000	2.1301	2.1301	5.0000e-005	5.0000e-005	2.1474
Total	**8.9000e-004**	**5.2000e-004**	**7.1400e-003**	**2.0000e-005**	**2.9900e-003**	**1.0000e-005**	**3.0000e-003**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**0.0000**	**2.1301**	**2.1301**	**5.0000e-005**	**5.0000e-005**	**2.1474**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2663	0.4632	2.9075	8.2300e-003	1.0306	5.7200e-003	1.0363	0.2751	5.3400e-003	0.2805	0.0000	811.8840	811.8840	0.0442	0.0373	824.1087
Unmitigated	0.2770	0.5508	3.4586	0.0105	1.3295	7.1700e-003	1.3367	0.3549	6.6900e-003	0.3616	0.0000	1,037.9700	1,037.9700	0.0520	0.0449	1,052.6486

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	1,283.84	1,297.44	1162.80	3,575,540	2,771,614
Total	1,283.84	1,297.44	1,162.80	3,575,540	2,771,614

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.511000	0.223100	0.169000	0.059300	0.000800	0.001000	0.007400	0.017300	0.000000	0.004400	0.002500	0.001200	0.003000

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.4795	191.4795	0.0162	1.9600e-003	192.4673
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.4795	191.4795	0.0162	1.9600e-003	192.4673
NaturalGas Mitigated	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844
NaturalGas Unmitigated	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.23177e+006	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844
Total		**0.0174**	**0.1489**	**0.0634**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4596**	**172.4596**	**3.3100e-003**	**3.1600e-003**	**173.4844**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.23177e+006	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844
Total		**0.0174**	**0.1489**	**0.0634**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4596**	**172.4596**	**3.3100e-003**	**3.1600e-003**	**173.4844**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.0797e+006	191.4795	0.0162	1.9600e-003	192.4673
Total		**191.4795**	**0.0162**	**1.9600e-003**	**192.4673**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.0797e+006	191.4795	0.0162	1.9600e-003	192.4673
Total		**191.4795**	**0.0162**	**1.9600e-003**	**192.4673**

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	9.6109	0.1577	10.2823	0.0150		1.2772	1.2772		1.2772	1.2772	112.9917	60.5657	173.5575	2.7000e-003	0.0111	176.9179
Unmitigated	9.6109	0.1577	10.2823	0.0150		1.2772	1.2772		1.2772	1.2772	112.9917	60.5657	173.5575	2.7000e-003	0.0111	176.9179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.2298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9561					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.3949	0.1461	9.2751	0.0150		1.2716	1.2716		1.2716	1.2716	112.9917	58.9162	171.9079	1.1300e-003	0.0111	175.2291
Landscaping	0.0301	0.0116	1.0072	5.0000e-005		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003	0.0000	1.6495	1.6495	1.5700e-003	0.0000	1.6888
Total	**9.6109**	**0.1577**	**10.2823**	**0.0150**		**1.2772**	**1.2772**		**1.2772**	**1.2772**	**112.9917**	**60.5657**	**173.5575**	**2.7000e-003**	**0.0111**	**176.9179**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9561					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.3949	0.1461	9.2751	0.0150		1.2716	1.2716		1.2716	1.2716	112.9917	58.9162	171.9079	1.1300e-003	0.0111	175.2291
Landscaping	0.0301	0.0116	1.0072	5.0000e-005		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003	0.0000	1.6495	1.6495	1.5700e-003	0.0000	1.6888
Total	**9.6109**	**0.1577**	**10.2823**	**0.0150**		**1.2772**	**1.2772**		**1.2772**	**1.2772**	**112.9917**	**60.5657**	**173.5575**	**2.7000e-003**	**0.0111**	**176.9179**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.7817	0.2897	6.9400e-003	24.0935
Unmitigated	14.7817	0.2897	6.9400e-003	24.0935

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	8.86095 / 5.58625	14.7817	0.2897	6.9400e-003	24.0935
Total		**14.7817**	**0.2897**	**6.9400e-003**	**24.0935**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	8.86095 / 5.58625	14.7817	0.2897	6.9400e-003	24.0935
Total		**14.7817**	**0.2897**	**6.9400e-003**	**24.0935**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.4269	1.6800	0.0000	70.4263
Unmitigated	28.4269	1.6800	0.0000	70.4263

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	140.04	28.4269	1.6800	0.0000	70.4263
Total		**28.4269**	**1.6800**	**0.0000**	**70.4263**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	140.04	28.4269	1.6800	0.0000	70.4263
Total		**28.4269**	**1.6800**	**0.0000**	**70.4263**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Part 2

2005 BAU from CalEEMod

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Barr-Wood Subdivision, 2005 BAU

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	136.00	Dwelling Unit	69.35	244,800.00	389

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2012
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acerage Established

Construction Phase -

Off-road Equipment -

Trips and VMT -

Grading -

Fleet Mix -

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Vehicle Trips -

Vehicle Emission Factors -

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblLandUse	LotAcreage	44.16	69.35

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					
2005	1.3594	9.6618	5.0153	0.0656	0.9379	0.5754	1.5133	0.4134	0.5749	0.9883	0.0000	641.5487	641.5487	0.1099	7.6600e-003	646.5791
2006	1.1453	6.0687	4.0026	0.0444	0.0636	0.4748	0.5385	0.0172	0.4738	0.4910	0.0000	445.9211	445.9211	0.0913	0.0143	452.4573
2007	1.1497	6.0920	4.0180	0.0446	0.0639	0.4766	0.5405	0.0173	0.4756	0.4929	0.0000	447.6361	447.6361	0.0917	0.0143	454.1975
2008	1.1541	6.1154	4.0334	0.0448	0.0641	0.4785	0.5426	0.0174	0.4775	0.4948	0.0000	449.3512	449.3512	0.0920	0.0144	455.9377
2009	1.0890	5.9890	3.7955	0.0431	0.0557	0.4544	0.5101	0.0151	0.4536	0.4686	0.0000	428.1256	428.1256	0.0871	0.0123	433.9616
2010	2.3717	0.6243	0.3891	5.2000e-004	4.8400e-003	0.0392	0.0441	1.2900e-003	0.0371	0.0384	0.0000	49.3211	49.3211	0.0125	4.7000e-004	49.7720
Maximum	**2.3717**	**9.6618**	**5.0153**	**0.0656**	**0.9379**	**0.5754**	**1.5133**	**0.4134**	**0.5749**	**0.9883**	**0.0000**	**641.5487**	**641.5487**	**0.1099**	**0.0144**	**646.5791**

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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

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					
2005	1.3594	9.6618	5.0153	0.0656	0.9379	0.5754	1.5133	0.4134	0.5749	0.9883	0.0000	641.5480	641.5480	0.1099	7.6600e-003	646.5784
2006	1.1453	6.0687	4.0026	0.0444	0.0636	0.4748	0.5384	0.0172	0.4738	0.4910	0.0000	445.9207	445.9207	0.0913	0.0143	452.4569
2007	1.1497	6.0920	4.0180	0.0446	0.0639	0.4766	0.5405	0.0173	0.4756	0.4929	0.0000	447.6357	447.6357	0.0917	0.0143	454.1971
2008	1.1541	6.1153	4.0334	0.0448	0.0641	0.4785	0.5426	0.0174	0.4775	0.4948	0.0000	449.3508	449.3508	0.0920	0.0144	455.9373
2009	1.0890	5.9890	3.7955	0.0431	0.0557	0.4544	0.5101	0.0151	0.4536	0.4686	0.0000	428.1252	428.1252	0.0871	0.0123	433.9612
2010	2.3717	0.6243	0.3891	5.2000e-004	4.8400e-003	0.0392	0.0441	1.2900e-003	0.0371	0.0384	0.0000	49.3211	49.3211	0.0125	4.7000e-004	49.7720
Maximum	**2.3717**	**9.6618**	**5.0153**	**0.0656**	**0.9379**	**0.5754**	**1.5133**	**0.4134**	**0.5749**	**0.9883**	**0.0000**	**641.5480**	**641.5480**	**0.1099**	**0.0144**	**646.5784**

	ROG	NOx	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	**1-1-2005**	**3-31-2005**	3.0074	3.0074
2	**4-1-2005**	**6-30-2005**	3.7643	3.7643
3	**7-1-2005**	**9-30-2005**	2.4449	2.4449
4	**10-1-2005**	**12-31-2005**	1.8300	1.8300
5	**1-1-2006**	**3-31-2006**	1.7902	1.7902

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6	**4-1-2006**	**6-30-2006**	1.7988	1.7988
7	**7-1-2006**	**9-30-2006**	1.8185	1.8185
8	**10-1-2006**	**12-31-2006**	1.8300	1.8300
9	**1-1-2007**	**3-31-2007**	1.7902	1.7902
10	**4-1-2007**	**6-30-2007**	1.7988	1.7988
11	**7-1-2007**	**9-30-2007**	1.8185	1.8185
12	**10-1-2007**	**12-31-2007**	1.8300	1.8300
13	**1-1-2008**	**3-31-2008**	1.8101	1.8101
14	**4-1-2008**	**6-30-2008**	1.7988	1.7988
15	**7-1-2008**	**9-30-2008**	1.8185	1.8185
16	**10-1-2008**	**12-31-2008**	1.8300	1.8300
17	**1-1-2009**	**3-31-2009**	1.7902	1.7902
18	**4-1-2009**	**6-30-2009**	1.7988	1.7988
19	**7-1-2009**	**9-30-2009**	1.8185	1.8185
20	**10-1-2009**	**12-31-2009**	1.6617	1.6617
21	**1-1-2010**	**3-31-2010**	1.6308	1.6308
22	**4-1-2010**	**6-30-2010**	1.3611	1.3611
		Highest	3.7643	3.7643

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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	9.6165	0.1587	10.3244	0.0150		1.2771	1.2771		1.2771	1.2771	112.9917	60.5657	173.5575	2.9900e-003	0.0111	176.9252
Energy	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	363.9391	363.9391	0.0195	5.1200e-003	365.9517
Mobile	1.6791	3.7858	17.4555	0.0183	1.3399	0.0717	1.4116	0.3594	0.0682	0.4276	0.0000	1,694.5871	1,694.5871	0.1784	0.1397	1,740.6767
Waste						0.0000	0.0000		0.0000	0.0000	28.4269	0.0000	28.4269	1.6800	0.0000	70.4263
Water						0.0000	0.0000		0.0000	0.0000	2.8112	11.9706	14.7817	0.2897	6.9400e-003	24.0935
Total	**11.3130**	**4.0934**	**27.8434**	**0.0343**	**1.3399**	**1.3608**	**2.7007**	**0.3594**	**1.3573**	**1.7167**	**144.2298**	**2,131.0624**	**2,275.2922**	**2.1706**	**0.1628**	**2,378.0734**

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	9.6165	0.1587	10.3244	0.0150		1.2771	1.2771		1.2771	1.2771	112.9917	60.5657	173.5575	2.9900e-003	0.0111	176.9252
Energy	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	363.9391	363.9391	0.0195	5.1200e-003	365.9517
Mobile	1.6791	3.7858	17.4555	0.0183	1.3399	0.0717	1.4116	0.3594	0.0682	0.4276	0.0000	1,694.5871	1,694.5871	0.1784	0.1397	1,740.6767
Waste						0.0000	0.0000		0.0000	0.0000	28.4269	0.0000	28.4269	1.6800	0.0000	70.4263
Water						0.0000	0.0000		0.0000	0.0000	2.8112	11.9706	14.7817	0.2897	6.9400e-003	24.0935
Total	**11.3130**	**4.0934**	**27.8434**	**0.0343**	**1.3399**	**1.3608**	**2.7007**	**0.3594**	**1.3573**	**1.7167**	**144.2298**	**2,131.0624**	**2,275.2922**	**2.1706**	**0.1628**	**2,378.0734**

	ROG	NOx	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	1/1/2005	2/25/2005	5	40	
2	Grading	Grading	2/26/2005	7/29/2005	5	110	
3	Building Construction	Building Construction	7/30/2005	10/30/2009	5	1110	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	10/31/2009	2/12/2010	5	75	
5	Architectural Coating	Architectural Coating	2/13/2010	5/28/2010	5	75	

Acres of Grading (Site Preparation Phase): 60

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 495,720; Residential Outdoor: 165,240; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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	49.00	15.00	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	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2005

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					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1866	1.3985	0.5263	9.0000e-003		0.0863	0.0863		0.0863	0.0863	0.0000	80.0092	80.0092	0.0152	0.0000	80.3895
Total	**0.1866**	**1.3985**	**0.5263**	**9.0000e-003**	**0.3931**	**0.0863**	**0.4794**	**0.2021**	**0.0863**	**0.2884**	**0.0000**	**80.0092**	**80.0092**	**0.0152**	**0.0000**	**80.3895**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2005

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	6.3200e-003	8.0700e-003	0.0643	3.0000e-005	2.8700e-003	8.0000e-005	2.9400e-003	7.6000e-004	7.0000e-005	8.3000e-004	0.0000	3.2008	3.2008	5.1000e-004	4.0000e-004	3.3329
Total	**6.3200e-003**	**8.0700e-003**	**0.0643**	**3.0000e-005**	**2.8700e-003**	**8.0000e-005**	**2.9400e-003**	**7.6000e-004**	**7.0000e-005**	**8.3000e-004**	**0.0000**	**3.2008**	**3.2008**	**5.1000e-004**	**4.0000e-004**	**3.3329**

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					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1866	1.3985	0.5263	9.0000e-003		0.0863	0.0863		0.0863	0.0863	0.0000	80.0091	80.0091	0.0152	0.0000	80.3894
Total	**0.1866**	**1.3985**	**0.5263**	**9.0000e-003**	**0.3931**	**0.0863**	**0.4794**	**0.2021**	**0.0863**	**0.2884**	**0.0000**	**80.0091**	**80.0091**	**0.0152**	**0.0000**	**80.3894**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2005

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	6.3200e-003	8.0700e-003	0.0643	3.0000e-005	2.8700e-003	8.0000e-005	2.9400e-003	7.6000e-004	7.0000e-005	8.3000e-004	0.0000	3.2008	3.2008	5.1000e-004	4.0000e-004	3.3329
Total	**6.3200e-003**	**8.0700e-003**	**0.0643**	**3.0000e-005**	**2.8700e-003**	**8.0000e-005**	**2.9400e-003**	**7.6000e-004**	**7.0000e-005**	**8.3000e-004**	**0.0000**	**3.2008**	**3.2008**	**5.1000e-004**	**4.0000e-004**	**3.3329**

3.3 Grading - 2005

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					0.5062	0.0000	0.5062	0.2010	0.0000	0.2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6626	5.6630	2.5349	0.0376		0.2879	0.2879		0.2879	0.2879	0.0000	359.8995	359.8995	0.0540	0.0000	361.2488
Total	**0.6626**	**5.6630**	**2.5349**	**0.0376**	**0.5062**	**0.2879**	**0.7941**	**0.2010**	**0.2879**	**0.4889**	**0.0000**	**359.8995**	**359.8995**	**0.0540**	**0.0000**	**361.2488**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2005

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	0.0193	0.0247	0.1965	1.1000e-004	8.7600e-003	2.3000e-004	8.9900e-003	2.3300e-003	2.1000e-004	2.5400e-003	0.0000	9.7802	9.7802	1.5500e-003	1.2200e-003	10.1837
Total	**0.0193**	**0.0247**	**0.1965**	**1.1000e-004**	**8.7600e-003**	**2.3000e-004**	**8.9900e-003**	**2.3300e-003**	**2.1000e-004**	**2.5400e-003**	**0.0000**	**9.7802**	**9.7802**	**1.5500e-003**	**1.2200e-003**	**10.1837**

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					0.5062	0.0000	0.5062	0.2010	0.0000	0.2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6626	5.6630	2.5349	0.0376		0.2879	0.2879		0.2879	0.2879	0.0000	359.8991	359.8991	0.0540	0.0000	361.2484
Total	**0.6626**	**5.6630**	**2.5349**	**0.0376**	**0.5062**	**0.2879**	**0.7941**	**0.2010**	**0.2879**	**0.4889**	**0.0000**	**359.8991**	**359.8991**	**0.0540**	**0.0000**	**361.2484**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2005

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	0.0193	0.0247	0.1965	1.1000e-004	8.7600e-003	2.3000e-004	8.9900e-003	2.3300e-003	2.1000e-004	2.5400e-003	0.0000	9.7802	9.7802	1.5500e-003	1.2200e-003	10.1837
Total	**0.0193**	**0.0247**	**0.1965**	**1.1000e-004**	**8.7600e-003**	**2.3000e-004**	**8.9900e-003**	**2.3300e-003**	**2.1000e-004**	**2.5400e-003**	**0.0000**	**9.7802**	**9.7802**	**1.5500e-003**	**1.2200e-003**	**10.1837**

3.4 Building Construction - 2005

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	0.4134	2.2795	1.1214	0.0167		0.1914	0.1914		0.1914	0.1914	0.0000	144.5736	144.5736	0.0337	0.0000	145.4170
Total	**0.4134**	**2.2795**	**1.1214**	**0.0167**		**0.1914**	**0.1914**		**0.1914**	**0.1914**	**0.0000**	**144.5736**	**144.5736**	**0.0337**	**0.0000**	**145.4170**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2005

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	0.0239	0.2277	0.0908	1.8200e-003	5.4500e-003	8.9400e-003	0.0144	1.5800e-003	8.5500e-003	0.0101	0.0000	20.1238	20.1238	1.1000e-003	3.0400e-003	21.0571
Worker	0.0473	0.0604	0.4813	2.6000e-004	0.0215	5.7000e-004	0.0220	5.7100e-003	5.3000e-004	6.2300e-003	0.0000	23.9615	23.9615	3.8000e-003	3.0000e-003	24.9501
Total	**0.0712**	**0.2880**	**0.5721**	**2.0800e-003**	**0.0269**	**9.5100e-003**	**0.0364**	**7.2900e-003**	**9.0800e-003**	**0.0164**	**0.0000**	**44.0854**	**44.0854**	**4.9000e-003**	**6.0400e-003**	**46.0073**

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	0.4134	2.2795	1.1214	0.0167		0.1914	0.1914		0.1914	0.1914	0.0000	144.5734	144.5734	0.0337	0.0000	145.4168
Total	**0.4134**	**2.2795**	**1.1214**	**0.0167**		**0.1914**	**0.1914**		**0.1914**	**0.1914**	**0.0000**	**144.5734**	**144.5734**	**0.0337**	**0.0000**	**145.4168**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2005

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	0.0239	0.2277	0.0908	1.8200e-003	5.4500e-003	8.9400e-003	0.0144	1.5800e-003	8.5500e-003	0.0101	0.0000	20.1238	20.1238	1.1000e-003	3.0400e-003	21.0571
Worker	0.0473	0.0604	0.4813	2.6000e-004	0.0215	5.7000e-004	0.0220	5.7100e-003	5.3000e-004	6.2300e-003	0.0000	23.9615	23.9615	3.8000e-003	3.0000e-003	24.9501
Total	**0.0712**	**0.2880**	**0.5721**	**2.0800e-003**	**0.0269**	**9.5100e-003**	**0.0364**	**7.2900e-003**	**9.0800e-003**	**0.0164**	**0.0000**	**44.0854**	**44.0854**	**4.9000e-003**	**6.0400e-003**	**46.0073**

3.4 Building Construction - 2006

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	0.9770	5.3879	2.6505	0.0395		0.4524	0.4524		0.4524	0.4524	0.0000	341.7193	341.7193	0.0797	0.0000	343.7129
Total	**0.9770**	**5.3879**	**2.6505**	**0.0395**		**0.4524**	**0.4524**		**0.4524**	**0.4524**	**0.0000**	**341.7193**	**341.7193**	**0.0797**	**0.0000**	**343.7129**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2006

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	0.0565	0.5381	0.2145	4.2900e-003	0.0129	0.0211	0.0340	3.7300e-003	0.0202	0.0239	0.0000	47.5654	47.5654	2.5900e-003	7.1900e-003	49.7714
Worker	0.1118	0.1427	1.1376	6.2000e-004	0.0507	1.3400e-003	0.0521	0.0135	1.2400e-003	0.0147	0.0000	56.6364	56.6364	8.9800e-003	7.0900e-003	58.9731
Total	**0.1683**	**0.6808**	**1.3522**	**4.9100e-003**	**0.0636**	**0.0225**	**0.0861**	**0.0172**	**0.0215**	**0.0387**	**0.0000**	**104.2017**	**104.2017**	**0.0116**	**0.0143**	**108.7444**

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	0.9770	5.3878	2.6505	0.0395		0.4524	0.4524		0.4524	0.4524	0.0000	341.7189	341.7189	0.0797	0.0000	343.7124
Total	**0.9770**	**5.3878**	**2.6505**	**0.0395**		**0.4524**	**0.4524**		**0.4524**	**0.4524**	**0.0000**	**341.7189**	**341.7189**	**0.0797**	**0.0000**	**343.7124**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2006

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	0.0565	0.5381	0.2145	4.2900e-003	0.0129	0.0211	0.0340	3.7300e-003	0.0202	0.0239	0.0000	47.5654	47.5654	2.5900e-003	7.1900e-003	49.7714
Worker	0.1118	0.1427	1.1376	6.2000e-004	0.0507	1.3400e-003	0.0521	0.0135	1.2400e-003	0.0147	0.0000	56.6364	56.6364	8.9800e-003	7.0900e-003	58.9731
Total	**0.1683**	**0.6808**	**1.3522**	**4.9100e-003**	**0.0636**	**0.0225**	**0.0861**	**0.0172**	**0.0215**	**0.0387**	**0.0000**	**104.2017**	**104.2017**	**0.0116**	**0.0143**	**108.7444**

3.4 Building Construction - 2007

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	0.9808	5.4086	2.6607	0.0397		0.4541	0.4541		0.4541	0.4541	0.0000	343.0336	343.0336	0.0801	0.0000	345.0348
Total	**0.9808**	**5.4086**	**2.6607**	**0.0397**		**0.4541**	**0.4541**		**0.4541**	**0.4541**	**0.0000**	**343.0336**	**343.0336**	**0.0801**	**0.0000**	**345.0348**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2007

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	0.0567	0.5402	0.2154	4.3100e-003	0.0129	0.0212	0.0341	3.7400e-003	0.0203	0.0240	0.0000	47.7483	47.7483	2.6000e-003	7.2100e-003	49.9628
Worker	0.1122	0.1433	1.1420	6.2000e-004	0.0509	1.3500e-003	0.0523	0.0135	1.2500e-003	0.0148	0.0000	56.8542	56.8542	9.0100e-003	7.1200e-003	59.1999
Total	**0.1689**	**0.6834**	**1.3574**	**4.9300e-003**	**0.0639**	**0.0226**	**0.0864**	**0.0173**	**0.0215**	**0.0388**	**0.0000**	**104.6025**	**104.6025**	**0.0116**	**0.0143**	**109.1627**

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	0.9808	5.4086	2.6607	0.0397		0.4541	0.4541		0.4541	0.4541	0.0000	343.0332	343.0332	0.0801	0.0000	345.0344
Total	**0.9808**	**5.4086**	**2.6607**	**0.0397**		**0.4541**	**0.4541**		**0.4541**	**0.4541**	**0.0000**	**343.0332**	**343.0332**	**0.0801**	**0.0000**	**345.0344**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2007

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	0.0567	0.5402	0.2154	4.3100e-003	0.0129	0.0212	0.0341	3.7400e-003	0.0203	0.0240	0.0000	47.7483	47.7483	2.6000e-003	7.2100e-003	49.9628
Worker	0.1122	0.1433	1.1420	6.2000e-004	0.0509	1.3500e-003	0.0523	0.0135	1.2500e-003	0.0148	0.0000	56.8542	56.8542	9.0100e-003	7.1200e-003	59.1999
Total	**0.1689**	**0.6834**	**1.3574**	**4.9300e-003**	**0.0639**	**0.0226**	**0.0864**	**0.0173**	**0.0215**	**0.0388**	**0.0000**	**104.6025**	**104.6025**	**0.0116**	**0.0143**	**109.1627**

3.4 Building Construction - 2008

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	0.9846	5.4293	2.6709	0.0398		0.4558	0.4558		0.4558	0.4558	0.0000	344.3479	344.3479	0.0804	0.0000	346.3568
Total	**0.9846**	**5.4293**	**2.6709**	**0.0398**		**0.4558**	**0.4558**		**0.4558**	**0.4558**	**0.0000**	**344.3479**	**344.3479**	**0.0804**	**0.0000**	**346.3568**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2008

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	0.0569	0.5422	0.2162	4.3300e-003	0.0130	0.0213	0.0343	3.7500e-003	0.0204	0.0241	0.0000	47.9313	47.9313	2.6100e-003	7.2400e-003	50.1542
Worker	0.1127	0.1438	1.1464	6.2000e-004	0.0511	1.3500e-003	0.0525	0.0136	1.2500e-003	0.0149	0.0000	57.0720	57.0720	9.0500e-003	7.1400e-003	59.4267
Total	**0.1696**	**0.6861**	**1.3626**	**4.9500e-003**	**0.0641**	**0.0226**	**0.0868**	**0.0173**	**0.0216**	**0.0390**	**0.0000**	**105.0033**	**105.0033**	**0.0117**	**0.0144**	**109.5809**

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	0.9846	5.4293	2.6709	0.0398		0.4558	0.4558		0.4558	0.4558	0.0000	344.3475	344.3475	0.0804	0.0000	346.3564
Total	**0.9846**	**5.4293**	**2.6709**	**0.0398**		**0.4558**	**0.4558**		**0.4558**	**0.4558**	**0.0000**	**344.3475**	**344.3475**	**0.0804**	**0.0000**	**346.3564**

Barr-Wood Subdivision, 2005 BAU - 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 - 2008

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	0.0569	0.5422	0.2162	4.3300e-003	0.0130	0.0213	0.0343	3.7500e-003	0.0204	0.0241	0.0000	47.9313	47.9313	2.6100e-003	7.2400e-003	50.1542
Worker	0.1127	0.1438	1.1464	6.2000e-004	0.0511	1.3500e-003	0.0525	0.0136	1.2500e-003	0.0149	0.0000	57.0720	57.0720	9.0500e-003	7.1400e-003	59.4267
Total	**0.1696**	**0.6861**	**1.3626**	**4.9500e-003**	**0.0641**	**0.0226**	**0.0868**	**0.0173**	**0.0216**	**0.0390**	**0.0000**	**105.0033**	**105.0033**	**0.0117**	**0.0144**	**109.5809**

3.4 Building Construction - 2009

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	0.8155	4.4968	2.2121	0.0330		0.3775	0.3775		0.3775	0.3775	0.0000	285.2042	285.2042	0.0666	0.0000	286.8680
Total	**0.8155**	**4.4968**	**2.2121**	**0.0330**		**0.3775**	**0.3775**		**0.3775**	**0.3775**	**0.0000**	**285.2042**	**285.2042**	**0.0666**	**0.0000**	**286.8680**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2009

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	0.0471	0.4491	0.1791	3.5800e-003	0.0108	0.0176	0.0284	3.1100e-003	0.0169	0.0200	0.0000	39.6988	39.6988	2.1700e-003	6.0000e-003	41.5400
Worker	0.0933	0.1191	0.9495	5.2000e-004	0.0424	1.1200e-003	0.0435	0.0113	1.0400e-003	0.0123	0.0000	47.2696	47.2696	7.4900e-003	5.9200e-003	49.2198
Total	**0.1404**	**0.5682**	**1.1285**	**4.1000e-003**	**0.0531**	**0.0188**	**0.0719**	**0.0144**	**0.0179**	**0.0323**	**0.0000**	**86.9684**	**86.9684**	**9.6600e-003**	**0.0119**	**90.7598**

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	0.8155	4.4968	2.2121	0.0330		0.3775	0.3775		0.3775	0.3775	0.0000	285.2039	285.2039	0.0666	0.0000	286.8677
Total	**0.8155**	**4.4968**	**2.2121**	**0.0330**		**0.3775**	**0.3775**		**0.3775**	**0.3775**	**0.0000**	**285.2039**	**285.2039**	**0.0666**	**0.0000**	**286.8677**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2009

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	0.0471	0.4491	0.1791	3.5800e-003	0.0108	0.0176	0.0284	3.1100e-003	0.0169	0.0200	0.0000	39.6988	39.6988	2.1700e-003	6.0000e-003	41.5400
Worker	0.0933	0.1191	0.9495	5.2000e-004	0.0424	1.1200e-003	0.0435	0.0113	1.0400e-003	0.0123	0.0000	47.2696	47.2696	7.4900e-003	5.9200e-003	49.2198
Total	**0.1404**	**0.5682**	**1.1285**	**4.1000e-003**	**0.0531**	**0.0188**	**0.0719**	**0.0144**	**0.0179**	**0.0323**	**0.0000**	**86.9684**	**86.9684**	**9.6600e-003**	**0.0119**	**90.7598**

3.5 Paving - 2009

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	0.1273	0.9167	0.3959	5.9300e-003		0.0580	0.0580		0.0580	0.0580	0.0000	53.0189	53.0189	0.0104	0.0000	53.2787
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1273**	**0.9167**	**0.3959**	**5.9300e-003**		**0.0580**	**0.0580**		**0.0580**	**0.0580**	**0.0000**	**53.0189**	**53.0189**	**0.0104**	**0.0000**	**53.2787**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2009

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7900e-003	7.3900e-003	0.0589	3.0000e-005	2.6300e-003	7.0000e-005	2.7000e-003	7.0000e-004	6.0000e-005	7.6000e-004	0.0000	2.9341	2.9341	4.7000e-004	3.7000e-004	3.0551
Total	**5.7900e-003**	**7.3900e-003**	**0.0589**	**3.0000e-005**	**2.6300e-003**	**7.0000e-005**	**2.7000e-003**	**7.0000e-004**	**6.0000e-005**	**7.6000e-004**	**0.0000**	**2.9341**	**2.9341**	**4.7000e-004**	**3.7000e-004**	**3.0551**

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	0.1273	0.9167	0.3959	5.9300e-003		0.0580	0.0580		0.0580	0.0580	0.0000	53.0189	53.0189	0.0104	0.0000	53.2786
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1273**	**0.9167**	**0.3959**	**5.9300e-003**		**0.0580**	**0.0580**		**0.0580**	**0.0580**	**0.0000**	**53.0189**	**53.0189**	**0.0104**	**0.0000**	**53.2786**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2009

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7900e-003	7.3900e-003	0.0589	3.0000e-005	2.6300e-003	7.0000e-005	2.7000e-003	7.0000e-004	6.0000e-005	7.6000e-004	0.0000	2.9341	2.9341	4.7000e-004	3.7000e-004	3.0551
Total	**5.7900e-003**	**7.3900e-003**	**0.0589**	**3.0000e-005**	**2.6300e-003**	**7.0000e-005**	**2.7000e-003**	**7.0000e-004**	**6.0000e-005**	**7.6000e-004**	**0.0000**	**2.9341**	**2.9341**	**4.7000e-004**	**3.7000e-004**	**3.0551**

3.5 Paving - 2010

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	0.0437	0.4821	0.2393	3.5000e-004		0.0270	0.0270		0.0249	0.0249	0.0000	34.5192	34.5192	0.0101	0.0000	34.7704
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0437**	**0.4821**	**0.2393**	**3.5000e-004**		**0.0270**	**0.0270**		**0.0249**	**0.0249**	**0.0000**	**34.5192**	**34.5192**	**0.0101**	**0.0000**	**34.7704**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2010

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	2.9900e-003	3.3700e-003	0.0286	2.0000e-005	1.8500e-003	3.0000e-005	1.8800e-003	4.9000e-004	3.0000e-005	5.2000e-004	0.0000	2.0006	2.0006	2.3000e-004	1.8000e-004	2.0594
Total	**2.9900e-003**	**3.3700e-003**	**0.0286**	**2.0000e-005**	**1.8500e-003**	**3.0000e-005**	**1.8800e-003**	**4.9000e-004**	**3.0000e-005**	**5.2000e-004**	**0.0000**	**2.0006**	**2.0006**	**2.3000e-004**	**1.8000e-004**	**2.0594**

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	0.0437	0.4821	0.2393	3.5000e-004		0.0270	0.0270		0.0249	0.0249	0.0000	34.5191	34.5191	0.0101	0.0000	34.7703
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0437**	**0.4821**	**0.2393**	**3.5000e-004**		**0.0270**	**0.0270**		**0.0249**	**0.0249**	**0.0000**	**34.5191**	**34.5191**	**0.0101**	**0.0000**	**34.7703**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2010

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	2.9900e-003	3.3700e-003	0.0286	2.0000e-005	1.8500e-003	3.0000e-005	1.8800e-003	4.9000e-004	3.0000e-005	5.2000e-004	0.0000	2.0006	2.0006	2.3000e-004	1.8000e-004	2.0594
Total	**2.9900e-003**	**3.3700e-003**	**0.0286**	**2.0000e-005**	**1.8500e-003**	**3.0000e-005**	**1.8800e-003**	**4.9000e-004**	**3.0000e-005**	**5.2000e-004**	**0.0000**	**2.0006**	**2.0006**	**2.3000e-004**	**1.8000e-004**	**2.0594**

3.6 Architectural Coating - 2010

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	2.2977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0225	0.1334	0.0751	1.1000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	9.5747	9.5747	1.8400e-003	0.0000	9.6206
Total	**2.3202**	**0.1334**	**0.0751**	**1.1000e-004**		**0.0121**	**0.0121**		**0.0121**	**0.0121**	**0.0000**	**9.5747**	**9.5747**	**1.8400e-003**	**0.0000**	**9.6206**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2010

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	4.8200e-003	5.4400e-003	0.0461	4.0000e-005	2.9900e-003	5.0000e-005	3.0300e-003	7.9000e-004	4.0000e-005	8.4000e-004	0.0000	3.2267	3.2267	3.7000e-004	2.9000e-004	3.3216
Total	**4.8200e-003**	**5.4400e-003**	**0.0461**	**4.0000e-005**	**2.9900e-003**	**5.0000e-005**	**3.0300e-003**	**7.9000e-004**	**4.0000e-005**	**8.4000e-004**	**0.0000**	**3.2267**	**3.2267**	**3.7000e-004**	**2.9000e-004**	**3.3216**

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					
Archit. Coating	2.2977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0225	0.1334	0.0751	1.1000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	9.5747	9.5747	1.8400e-003	0.0000	9.6206
Total	**2.3202**	**0.1334**	**0.0751**	**1.1000e-004**		**0.0121**	**0.0121**		**0.0121**	**0.0121**	**0.0000**	**9.5747**	**9.5747**	**1.8400e-003**	**0.0000**	**9.6206**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2010

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	4.8200e-003	5.4400e-003	0.0461	4.0000e-005	2.9900e-003	5.0000e-005	3.0300e-003	7.9000e-004	4.0000e-005	8.4000e-004	0.0000	3.2267	3.2267	3.7000e-004	2.9000e-004	3.3216
Total	**4.8200e-003**	**5.4400e-003**	**0.0461**	**4.0000e-005**	**2.9900e-003**	**5.0000e-005**	**3.0300e-003**	**7.9000e-004**	**4.0000e-005**	**8.4000e-004**	**0.0000**	**3.2267**	**3.2267**	**3.7000e-004**	**2.9000e-004**	**3.3216**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6791	3.7858	17.4555	0.0183	1.3399	0.0717	1.4116	0.3594	0.0682	0.4276	0.0000	1,694.5871	1,694.5871	0.1784	0.1397	1,740.6767
Unmitigated	1.6791	3.7858	17.4555	0.0183	1.3399	0.0717	1.4116	0.3594	0.0682	0.4276	0.0000	1,694.5871	1,694.5871	0.1784	0.1397	1,740.6767

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	1,283.84	1,297.44	1162.80	3,575,540	3,575,540
Total	1,283.84	1,297.44	1,162.80	3,575,540	3,575,540

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.429507	0.063665	0.169256	0.220737	0.045775	0.009077	0.012800	0.013008	0.000941	0.000466	0.026281	0.002075	0.006413

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.4795	191.4795	0.0162	1.9600e-003	192.4673
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.4795	191.4795	0.0162	1.9600e-003	192.4673
NaturalGas Mitigated	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844
NaturalGas Unmitigated	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844

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					
Single Family Housing	3.23177e+006	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844
Total		**0.0174**	**0.1489**	**0.0634**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4596**	**172.4596**	**3.3100e-003**	**3.1600e-003**	**173.4844**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.23177e+006	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	172.4596	172.4596	3.3100e-003	3.1600e-003	173.4844
Total		**0.0174**	**0.1489**	**0.0634**	**9.5000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**172.4596**	**172.4596**	**3.3100e-003**	**3.1600e-003**	**173.4844**

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			
Single Family Housing	1.0797e+006	191.4795	0.0162	1.9600e-003	192.4673
Total		**191.4795**	**0.0162**	**1.9600e-003**	**192.4673**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.0797e+006	191.4795	0.0162	1.9600e-003	192.4673
Total		**191.4795**	**0.0162**	**1.9600e-003**	**192.4673**

6.0 Area Detail

6.1 Mitigation Measures Area

Barr-Wood Subdivision, 2005 BAU - 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	9.6165	0.1587	10.3244	0.0150		1.2771	1.2771		1.2771	1.2771	112.9917	60.5657	173.5575	2.9900e-003	0.0111	176.9252
Unmitigated	9.6165	0.1587	10.3244	0.0150		1.2771	1.2771		1.2771	1.2771	112.9917	60.5657	173.5575	2.9900e-003	0.0111	176.9252

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	0.2298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9561					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.3949	0.1461	9.2751	0.0150		1.2716	1.2716		1.2716	1.2716	112.9917	58.9162	171.9079	1.1300e-003	0.0111	175.2291
Landscaping	0.0358	0.0126	1.0493	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6495	1.6495	1.8600e-003	0.0000	1.6961
Total	**9.6165**	**0.1587**	**10.3244**	**0.0150**		**1.2771**	**1.2771**		**1.2771**	**1.2771**	**112.9917**	**60.5657**	**173.5575**	**2.9900e-003**	**0.0111**	**176.9252**

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	0.2298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9561					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.3949	0.1461	9.2751	0.0150		1.2716	1.2716		1.2716	1.2716	112.9917	58.9162	171.9079	1.1300e-003	0.0111	175.2291
Landscaping	0.0358	0.0126	1.0493	5.0000e-005		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	1.6495	1.6495	1.8600e-003	0.0000	1.6961
Total	**9.6165**	**0.1587**	**10.3244**	**0.0150**		**1.2771**	**1.2771**		**1.2771**	**1.2771**	**112.9917**	**60.5657**	**173.5575**	**2.9900e-003**	**0.0111**	**176.9252**

7.0 Water Detail

7.1 Mitigation Measures Water

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	14.7817	0.2897	6.9400e-003	24.0935
Unmitigated	14.7817	0.2897	6.9400e-003	24.0935

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	8.86095 / 5.58625	14.7817	0.2897	6.9400e-003	24.0935
Total		**14.7817**	**0.2897**	**6.9400e-003**	**24.0935**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	8.86095 / 5.58625	14.7817	0.2897	6.9400e-003	24.0935
Total		**14.7817**	**0.2897**	**6.9400e-003**	**24.0935**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.4269	1.6800	0.0000	70.4263
Unmitigated	28.4269	1.6800	0.0000	70.4263

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	140.04	28.4269	1.6800	0.0000	70.4263
Total		**28.4269**	**1.6800**	**0.0000**	**70.4263**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	140.04	28.4269	1.6800	0.0000	70.4263
Total		**28.4269**	**1.6800**	**0.0000**	**70.4263**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Biological Evaluation

1401 Fulton Street, Suite 918 Fresno, CA 93721
www.soarhere.com • 559.547.8884

Biological Resource Assessment

Barr-Wood Subdivision Development Project
Assessor Parcel Number 119-022-041
Visalia, CA



Prepared for

4CREEKS

324 South Santa Fe Street, Suite A
Visalia, CA 93292

Prepared by

SOAR ENVIRONMENTAL CONSULTING

1401 Fulton St, Suite 918
Fresno, CA 93721

July 1, 2022

Executive Summary

The developer 4Creeks, Inc. (4Creeks) seeks to construct the Barr-Wood Housing Subdivision (Project) on the corner of Roeben Street and West Whitendale Avenue in Visalia, California. Currently, the project site is 69.35 acres of farmland on APN 119-022-041. 4Creeks has tasked Soar Environmental Consulting Inc. (Soar Environmental) to provide a Biological Resources Assessment (BRA) in accordance with the California Environmental Quality Act (CEQA), prior to implementation of the proposed Project.

The objectives of this Assessment were to: 1) provide a general characterization of biological resources for the property; 2) inventory plant and wildlife species; 3) evaluate the potential for federal or state listed plants and animals species afforded other special regulatory protection; and 4) describe the property's sensitive biological resources and applicable federal, state, and local land use policies.

This BRA provides information about the biological resources within the Project footprint. Prior to conducting a habitat assessment (i.e., site visit for biological resources), Soar Environmental researched the California Natural Diversity Database (CNDDB) and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, to compile a list of special-status species that could potentially be present in the vicinity of the Project area. Soar Environmental researched specific species and habitat requirements for the species noted in the CNDDB, IPaC and CNPS databases and included species listing status, and proximal species observations in this report.

No special-status plant or wildlife species were observed in the Project area during the field survey on June 27, 2022. Based on the Literature Review (**Section 2.1** of this report) special-status species that have the potential to occur in the Project area based on documented occurrences in the vicinity include:

- San Joaquin kit fox
- Swainson's hawk
- vernal pool fairy shrimp
- yellow-billed cuckoo

All other special-status species identified in the record search are unlikely to occur in the Project area, due to lack of suitable habitat, proximity, and time since historical occurrences. No listed species were observed during the habitat assessment of the Project site, and no suitable habitat features, or conditions were observed that would be conducive for any of the special status species identified in this report.

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1. Introduction

The proposed Project is a housing subdivision to be constructed on 69.35 acres of fallow farmland in the city of Visalia, Visalia County, California. Soar Environmental Consulting, Inc. (Soar Environmental) has prepared this Biological Resource Assessment (BRA) for 4Creeks, Inc. (4Creeks) in accordance with California Environmental Quality Act (CEQA) requirements.

A review of California Natural Diversity Database (CNDDB) and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) was conducted to identify sensitive wildlife species. Results indicated a habitat assessment would be necessary to search for potential suitable habitat or presence for the 17 following sensitive wildlife species: Two amphibian species include: California red-legged frog, and California tiger salamander. Three bird species: Swainson's hawk, tricolored blackbird, and western yellow-billed cuckoo. One fish species: delta smelt. Five invertebrates: vernal pool fairy shrimp, conservancy fairy shrimp, monarch butterfly, valley elderberry longhorn beetle, and vernal pool tadpole shrimp. Four mammals: Fresno kangaroo rat, Tipton kangaroo rat, fisher, and San Joaquin kit fox. Two reptiles were identified: blunt-nosed leopard lizard, and giant garter snake.

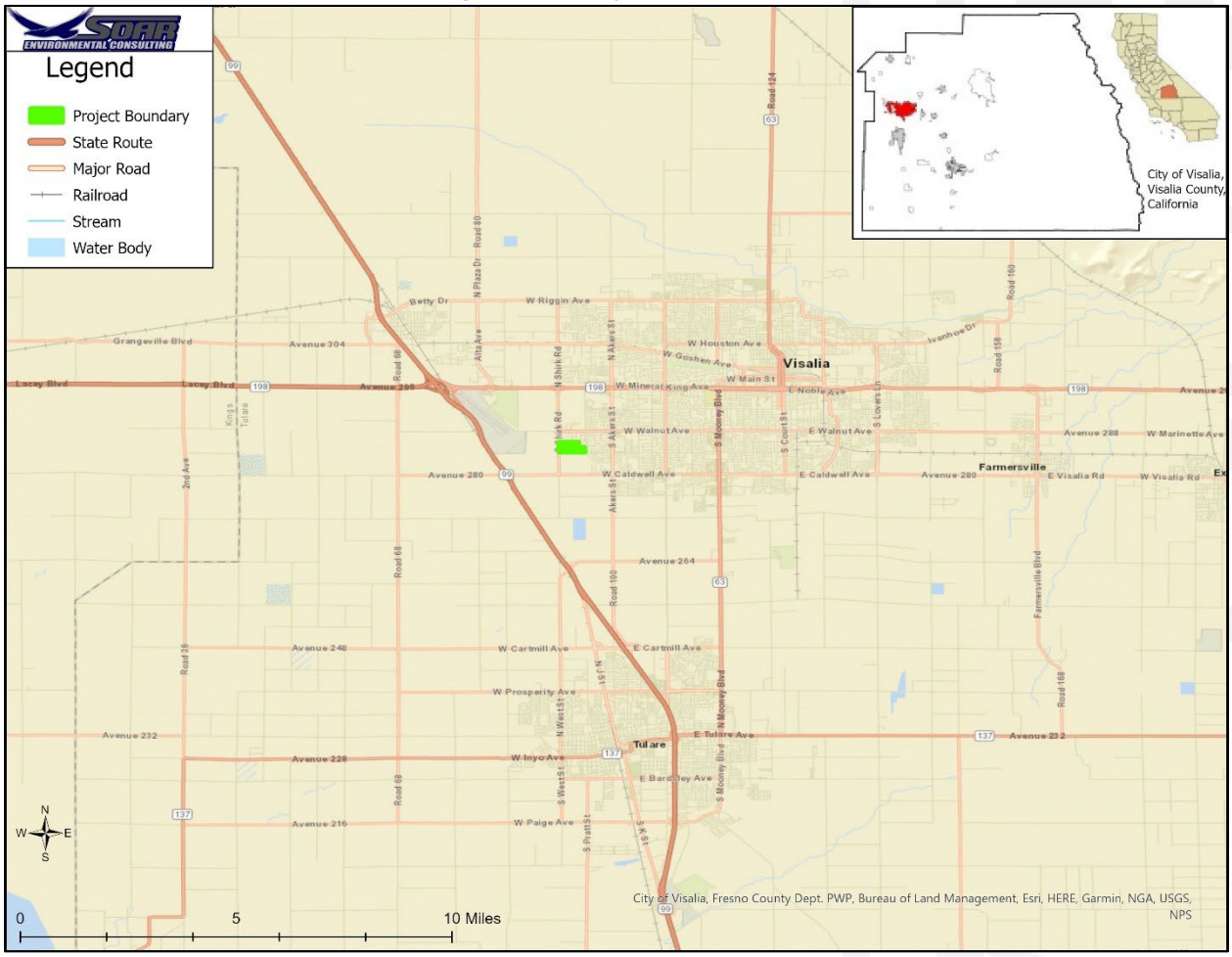
Potential sensitive plant species were reviewed using the CNPS Inventory of Rare and Endangered Plants of California and CNDDB records. The data records search identified the following 6 sensitive plant species historically occurring in the vicinity of the Project site: California jewelflower, Hoover's Spurge, San Joaquin Valley Orcutt grass, San Joaquin adobe sunburst, and Greene's tuctoria.

A habitat assessment was conducted in the Project area on June 27, 2022, by Soar Environmental biologist Ben Arax. The purpose of the Habitat Assessment Survey was to search for the presence of special-status species or suitable habitats that have historically been observed within, or surrounding, the Project area. No special-status species were observed during the site visit, and no suitable habitat was observed for any of the sensitive species identified in this report.

1.1 Project Location

The Project site is located on the northwest corner of Roeben Street and West Whitendale Avenue in Visalia, California. It is on the western edge of the City, in an agricultural and residential interface environment, approximately 1.25 miles east of State Route (SR) 99 and 1.4 miles south of State Route (SR) 198. It is comprised of Assessor Parcel Number (APN) 119-022-041. In the USGS 7.5-minute Quadrangle of Visalia, it can be found in Township 19 South, Range 24 East, section 3, NW ¼ section, South 1/8. A map to the Project site location is depicted in **Figure 1**.

Figure 1. Project Location



1.2 Environmental Setting

Land use in the area is agricultural and residential. The Project site is approximately 1.25 miles east of State Route (SR) 99, and 1.4 miles south of SR 198. Agricultural land becomes more prevalent to the west while land use to the east is largely urbanized. The project area is rectangular with a Panhandle extending from the southeast corner. The Panhandle is divided by an irrigation canal running north and south, and the rest of the project area is divided by a natural surface road that runs east to west through the center of the property. The project site is bounded by residential neighborhoods to the north and east, separated by a wooden fence. Agricultural land borders west and southern boundaries with orchard trees to the west and a cattle ranch to the South.

The topography of the area is completely flat at approximately 300 feet elevation, vegetative ground cover was recently mowed. There are no structures on the property, no trees or bushes that would provide adequate habitat for nesting birds, and there were no small mammal Burrows that would provide adequate refuge for San Joaquin kitfox. Powerline poles exist along the main roads, but not on the

property itself, and did not appear to harbor any raptor nests. The irrigation canal on the east side of the property has dirt roads on both sides of the canal with little to no vegetation. There were no signs of pooling water or vernal pool habitat within the Project site.

Figure 1 – Project Site Boundary

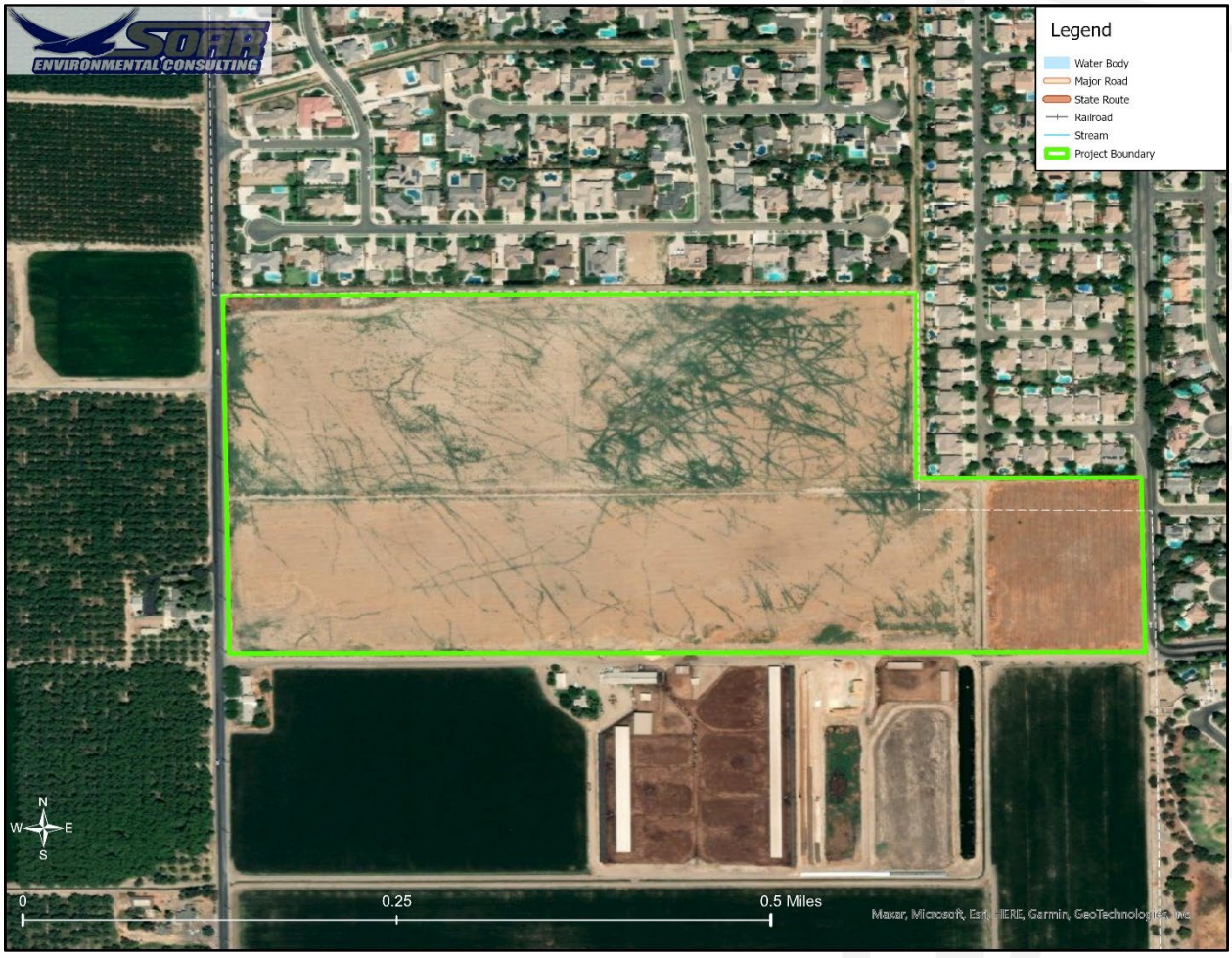
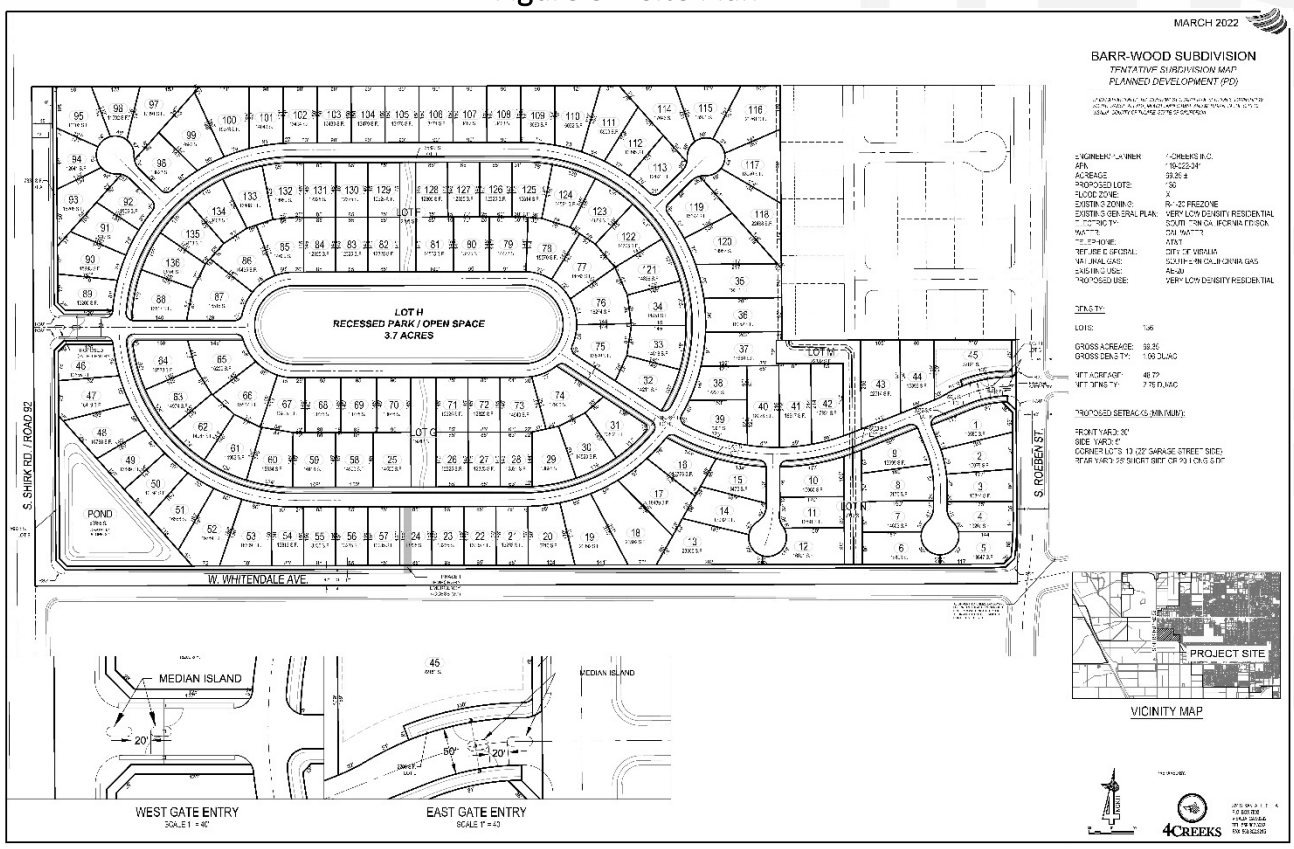


Figure 3 – Site Plan



2. Methods

2.1 Literature Review

Prior to performing the habitat assessment, Soar Environmental conducted a records search for threatened or endangered species that could potentially occur in the vicinity of the Project area. The records search included a review of the California Natural Diversity Database (CNDDB), the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), and California Native Plant Society (CNPS) Online Rare Plant Inventory. The area covered by the data records search included USGS 7.5 minute quadrangles of *Visalia, Cairns Corner, Exeter, Goshen, Ivanhoe, Monson, Paige, Traver,* and *Tulare* 7.5-minute USGS quadrangles. From these sources a list of special-status plant and animal species was generated. Proximal locations of special-status plant and animal species located within 5 miles of the Project site are shown in (**Figure 4**).

Based on a review of CNDDB records (conducted April 7, 2022) it was determined there was potential for 13 State listed special-status species to occur within or in the vicinity of the Project site (listed below).

- California tiger salamander (*Ambystoma californiense*)
- San Joaquin kit fox (*Vulpes macrotis mutica*)

- Swainson's hawk
- Tipton kangaroo rat (Dipodomys nitratoides nitratoides)
- Tricolored blackbird
- Valley elderberry longhorn beetle
- Vernal pool fairy shrimp (Branchinecta lynchi)
- Vernal pool tadpole shrimp (Lepidurus packardi)
- Western yellow-billed cuckoo (Coccyzus americanus occidentalis)
- California Jewelflower
- Hoover's spurge (Euphorbia hooveri)
- San Joaquin adobe sunburst (Pseudobahia peirsonii)
- San Joaquin Valley Orcutt grass (Orcuttia inaequalis)

A search of the IPaC database indicated 11 additional Federally listed sensitive wildlife and plant species likely to occur within or near the Project site include:

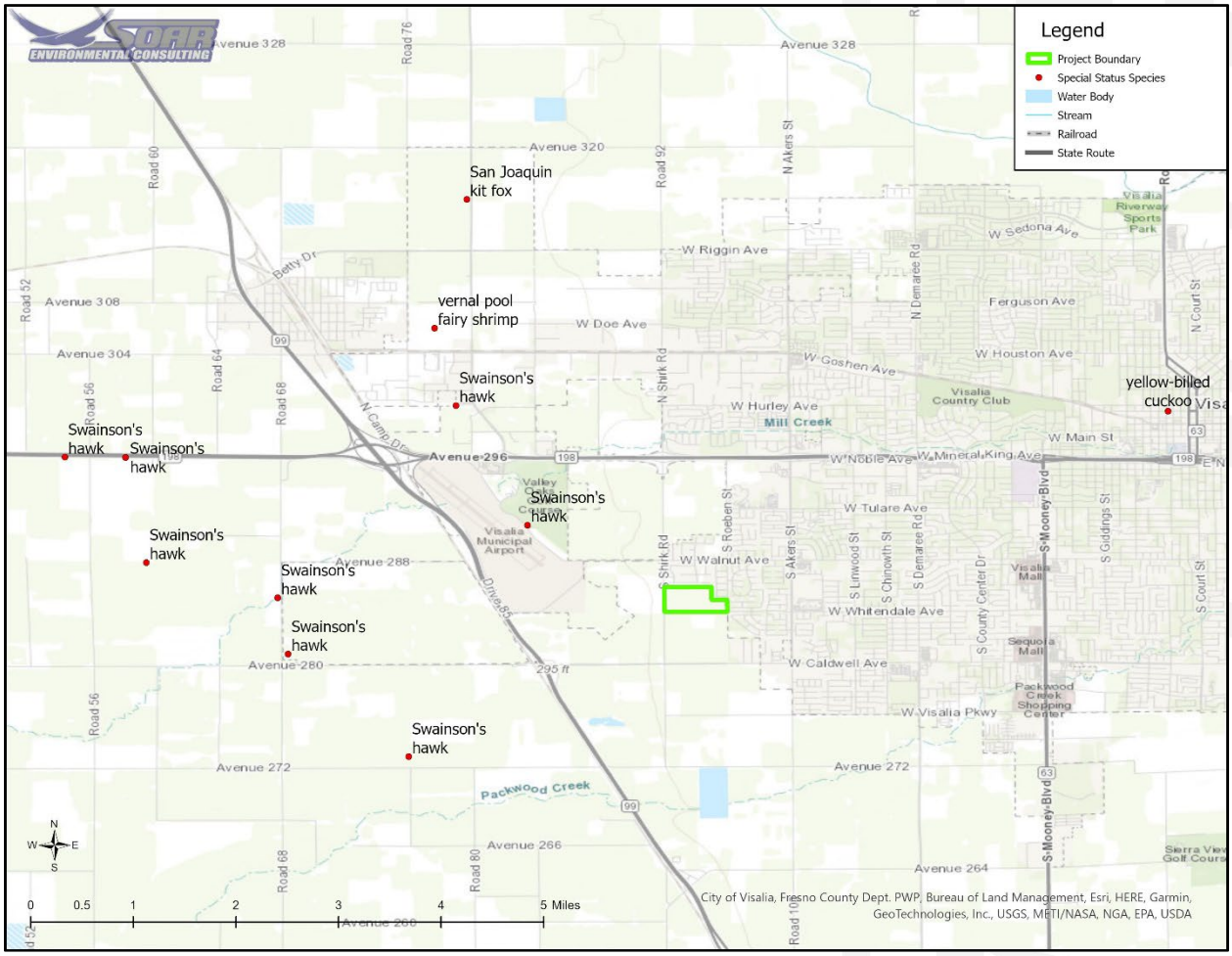
- Blunt-nosed leopard lizard (Gambelia silus)
- California red-legged frog (Rana draytonii)
- Conservancy fairy shrimp (Branchinecta conservatio)
- Delta smelt (Hypomesus transpacificus)
- Fisher (Pekania pennanti)
- Fresno kangaroo rat (Dipodomys nitratoides exilis)
- Giant garter snake (Thamnophis gigas)
- Monarch butterfly (Danuas plexippus)
- Greene's tuctoria (Tuctoria greenei)
- Succulent owl's-clover (Castilleja campestris ssp. Succulenta)

A search of the California Native Plant Society (CNPS) Online Rare Plant Inventory did not identify any additional plant species that were not identified in the CNDDB or IPaC records search.

No special-status plant or wildlife species were observed in the Project area during the habitat assessment on June 27, 2022. However, based on a review of CNDDB, IPaC, and CNPS, and analysis of proximal historic occurrences, records indicated potential presence of the following special-status species.

- San Joaquin kit fox
- Swainson's hawk
- vernal pool fairy shrimp
- yellow-billed cuckoo

Figure 4 – Historical Special-status Species Locations Proximate to the Project Site



This map shows the closest and most recent special-status species locations from the CNDDB, IPaC, and CNPS Online Rare Plant Inventory

2.2 Field Reconnaissance Methodology

On June 27, 2022, Soar Environmental biologist Ben Arax conducted a habitat assessment on the property for the above mentioned species. Walking the perimeter of the property, and meandering transects throughout the Project area, the surveyor searched for bird nests, possible small mammal dens, identified vegetation, and looked for vernal pools or other signs of wildlife occupancy. Survey efforts emphasized the search for special-status species and associated suitable habitats, that had documented occurrences in the data records search of the CNDDB, IPaC, and CNPS databases. The surrounding area was also surveyed by vehicle in accessible areas within 0.5 miles of the Project site, to look for biological resources and features that may be conducive for suitable habitat of the identified special-status species. Photos were taken of the Project boundaries, center of the Project site in 4 cardinal directions, and other points of interest depicting the habitat and potential biological resources (**Appendix A**).

3. Habitat Assessment Results

During the habitat assessment, there were no observations of special-status plant or wildlife species. The Project site is an inactive agricultural field on the western edge of the City, with active agricultural land to the west and an urbanized residential environment to the east. A red tailed hawk and several other bird species were observed during the site visit, however there are no trees or bushes that would provide adequate refugia for the nesting bird species identified in this report, and no raptor nests were observed on any of the power line poles within the vicinity of the Project site. There were no signs of pooling water or vernal pools that would provide suitable habitat for vernal pool fairy shrimp. The ground was highly visible from recent mowing, and no small mammal burrows were observed anywhere on the property that would provide adequate refugia for San Joaquin kit fox.

Although no special-status plant or wildlife species were observed during the site visit, Soar Environmental biologists observed some common reptile and bird species flying around the area, listed in (**Table 1**) below, along with plant species observed onsite. No other wildlife species were observed during the habitat assessment.

Table 1– Wildlife and Plant Species Observed On Project Site

Wildlife Species Observed	Listing Status
American crow (*Corvus brachyrhynchos*)	MTBA
Brown-headed cowbird (*Molothrus ater*)	MTBA
Great egret (*Ardea alba*)	MTBA
House finch (*Haemorhous mexicanus*)	MTBA
House sparrow (*Passer domesticus*)	MTBA
Killdeer (*Charadrius vociferus*)	MTBA
Lesser goldfinch (*Spinus psaltria*)	MTBA
Mourning dove (*Zenaida macroura*)	None
Northern mockingbird (*Mimus polyglottos*)	MTBA
Red-tailed hawk (*Buteo jamaicensis*)	MTBA

Plant Species Observed	Listing Status
Common wild oat (*Avena fatua*)	None
Cutleaf geranium (*Geranium dissectum*)	None
Field bindweed (*Convolvulus arvensis*)	None
Great brome (*Bromus diandrus*)	None
Mediterranean barley (*Hordeum marinum*)	None
Narrowleaf plantain (*Plantago lanceolata*)	None
Ripgut brome (*Bromus diandrus*)	None
Russian thistle (*Salsola tragus*)	None
Poison hemlock (*Conium maculatum*)	None
Prickly lettuce (*Lactuca serriola*)	None

Rock pigeon (*Columba livia*)	None
Western kingbird (*Tyrannus verticalis*)	MTBA
Common side-blotched lizard (*Uta stansiburana*)	None
Western fence lizard (*Sceloporus occidentalis*)	None

Seaside barley (*Hordeum marinum*)	None
Wall barley (*Hordeum murinum*)	None
Wild oat (*Avena fatua*)	None
Yellow star-thistle (*Centaurea solstitialis*)	None

4. Special-Status Species

Special-status plants and animals that have a reasonable possibility to occur in the Project area based on habitat suitability and requirements, elevation and geographic range, soils, topography, surrounding land uses, and proximity of known occurrences in the CNDDB, IPaC, and CNPS databases to the Project area are listed in **Tables 2 and 3**. The likelihood for occurrence of special-status species was assessed using information from the various listed sources, wildlife and botanical surveys. Narratives are provided for species for which there are land use planning and regulatory implications. Special-status species for which there are no habitat features are excluded from consideration due to the lack of suitable habitat and distance from the subject property.

Based upon a review of the resources and databases listed in Section 2.1 (Literature Review) for the *Visalia, Cairns Corner, Exeter, Goshen, Ivanhoe, Monson, Paige, Traver,* and *Tulare* USGS 7.5-minute quadrangles; it was determined that 19 special-status plant species have been documented in the vicinity of the Project area. Of these 19 special-status species, 3 were determined to have a moderate potential for occurrence, and 4 species was determined to have potential for occurrence.

Species with Potential for Occurrence:

- San Joaquin kit fox (*Vulpes macrotis mutica*)
- Swainson's hawk (*Buteo swainsoni*)
- Vernal pool fairy shrimp (*Branchinecta lynchi*)
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)

Special-status species and sensitive habitats include plant and wildlife taxa, or other unique biological features that are afforded special protection by local land use policies, state and federal regulations. Special-status plant and animal species are those that are listed as rare, threatened, or endangered under the state or federal Endangered Species Acts. Vegetation communities may warrant special-status if they are of limited distribution, have high wildlife value, or are particularly vulnerable to disturbance. Listed and special-status species are defined as:

- Listed or proposed for listing under the state or Federal Endangered Species acts.
- Protected under other regulations (e.g., Migratory Bird Treaty Act).
- CDFG Species of Special Concern.
- Listed as species of concern by CNPS or USFWS; or

- Receive consideration during environmental review under CEQA.

Special-status species considered for this analysis are based on field survey results, review of the CNDDB occurrence records of species, review of the USFWS lists for special-status species occurring in the region, and CNPS literature (**Tables 2 and 3**).

- **Present**: Species known to occur on the site, based on CNDDB records, and/or was observed on the site during the field survey.
- **High**: Species known to occur on or near the site (based on CNDDB records within 8 km or 5 mi) and there is suitable habitat on the site.
- **Low**: Species known to occur in the vicinity of the site, and there is marginal habitat onsite. -**OR**- Species is not known to occur in the vicinity of the site, however there is suitable habitat on the site.
- **None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site. -**OR**- Species was surveyed for during the appropriate season with negative results.

Table 2 – Potentially Occurring Listed Wildlife Species

Common/ Scientific Name	Listing Status*	Habitat Requirements	Potential for Occurrence
Amphibians			
California red-legged frog (*Rana draytonii*)	FT, SSC	Standing waters, freshwater wetland. Forest, scrub, woodland riparian areas. Requires a breeding pond, slow-flowing stream. Will use small mammal burrows.	**None**: Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
California tiger salamander (*Ambystoma californiense*)	FT, ST	Grasslands, oak savannah riparian woodlands, lower elevations of coniferous forests, ditches, vernal pools, and wetlands.	**None**: Species is not known to occur in the vicinity of the site and there is no suitable habitat for the species on the site.
Birds			
Swainson's hawk (*Buteo swainsoni*)	ST, MBTA	Nests in isolated trees or riparian woodlands adjacent to suitable foraging habitat (agricultural fields, grasslands, etc.).	**Low**: Species known to occur in the vicinity of the site, and there is marginal habitat onsite.
Tricolored blackbird (*Agelaius tricolor*)	ST, BCC, MBTA	Found in areas near water, such as marshes, grasslands, and wetlands. They require some sort of	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat

		substrate nearby to build nests.	for the species on the site.
Western yellow-billed cuckoo (Coccyzus americanus occidentalis)	FT, SE, MBTA	Woodlands near streams or lakes, abandoned farmland, old fruit orchards, successional shrubland and dense thickets.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Fish			
Delta smelt (*Hypomesus transpacificus*)	FT	Shallow, fresh, or slightly brackish backwater sloughs and edge waters, and substrate for spawning.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Invertebrates			
Conservancy fairy shrimp (*Branchinecta conservatio*)	FE	Inhabit large, cool-water vernal pools from early November to early April, which fill with water in the rainy season, then slowly dry up.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Monarch butterfly (*Danaus plexippus*)	FC	Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)	FT	Occurs only in the Central Valley of California, in association with blue elderberry (Sambucus mexicana), in riparian scrub	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	Coastal mountains, in valley foothills grasslands, vernal pools, and wetlands.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Vernal pool tadpole shrimp (*Lepidurus packardi*)	FE	Vernal pools, (hardpan, duripan, or claypan), grassland. Pools commonly found in grass-bottomed or mud-bottomed swales.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Mammals			

Fisher (*Pekania pennanti*)	FE	Occurs in intermediate to large-tree stages of coniferous forests and deciduous-riparian habitats with a high percent canopy closure.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Fresno kangaroo rat (*Dipodomys nitratoides exilis*)	FE, SE	Arid and alkaline plains under shrub and grass vegetation, coastal scrub, open stages of chaparral, and desert scrub habitats, and in conifer woodlands.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
San Joaquin kit fox (*Vulpes macrotis mutica*)	FE, SE	Arid flat grasslands, scrublands, and alkali meadows with short vegetation.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*)	FE, SE	Arid and alkaline plains under shrub and grass vegetation, coastal scrub, open stages of chaparral, and desert scrub habitats, and in conifer woodlands.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Reptiles			
Blunt-nosed leopard lizard (*Gambelia sila*)	FE, SE	Semi-arid grasslands, alkali flats, and washes, utilize shrubs and small mammal burrows.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.
Giant garter snake (*Thamnophis gigas*)	FT	Marshes, sloughs, drainage canals, irrigation ditches, and prefers locations with vegetation close to water for basking.	**None**: Species is not known to occur on or in the vicinity of the site and there is no suitable habitat for the species on the site.

*Listing Status Notes:

Federal: FE – Federally listed Endangered
FT – Federally listed Threatened
FC – Federal Candidate Species
WL – USFWS Watch list
BCC – USFWS Bird of Conservation Concern
MTBA – Migratory Bird Treaty Act

State: SE – State listed Endangered
ST – State listed Threatened
SC – State Candidate Species
SR – State Rare Species
SA – State Special Animal
FP – CDFW Fully Protected Species
SSC – CDFW Species of Special Concern
WL – CDFW Watch List

Table 3 – Potentially Occurring Listed Plant Species

Common/ Scientific Name	*Status Fed/CA/CNPS / Bloom Period	Habitat Description	Habitat Present/ Absent
California jewelflower (*Caulanthus californicus*)	FE/CE/1B.1/ Feb-May	Chenopod scrub, pinyon-Juniper woodland, valley and foothill grassland	Absent
Greene's tuctoria (*Tuctoria greenei*)	FE/SR/1B.1/ May-Jul	Vernal pools, hardpan, tuffaceous alluvium, or claypan	Absent
Hoover's spurge (*Euphorbia hooveri*)	1B.2/ June-Oct	Vernal pools/<800 ft elevaiton	Absent
San Joaquin adobe sunburst (*Pseudobahia peirsonii*)	FT/CE/1B.1/ Feb-Apr	Cismontane woodland, valley and foothill grassland, adobe clay	Absent
San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*)	FT/CE/1B.1/ Apr-Sep	Vernal pools	Absent
Succulent owl's-clover (Castilleja campestris ssp. Succulenta)	1B.2 (Mar) Apr-May	Vernal pools (50 – 750 m; 165-2460 ft)	Absent

*Listing Status Notes:

Federal: FE – Federally listed Endangered
FT – Federally listed Threatened
FC – Federal Candidate Species

State: SE – State listed Endangered
ST – State listed Threatened
SC – State Candidate Species
SR – State Rare Species

CRPR: California Native Plant Society Rare Plant Rank
CBR – Considered but Rejected
1B – Rare, threatened, or endangered in CA and elsewhere
2 – Rare, threatened, or endangered in CA but common elsewhere
4 – Limited distribution (Watch-list)
CBR – Considered but Rejected

CRPR Extensions 0.1 – Seriously endangered in California
0.2 – Fairly endangered in California
0.3 – Not very endangered in California

4.1 Special-Status Wildlife Species Descriptions

4.1.1 San Joaquin Kit Fox (Vulpes macrotis mutica)

The San Joaquin kit fox is listed as Threatened at the Federal level and Endangered at the State level. They are petite, light-colored canids, approximately 50 centimeters (20 inches) in length, with bushy, black-tipped tails, large ears, and pointed snouts.

San Joaquin kit fox is a desert-adapted species which occurs mainly in arid, flat grasslands, scrublands, and alkali meadows where the vegetation structure is relatively short. This species uses dens year-round and needs loose-textured soils suitable for burrowing. They primarily prey on kangaroo rats and other small rodents, as well as large insects and occasionally rabbits. A typical kit fox den is anywhere from four to 10 inches in diameter, and is taller than it is wide, often with a keyhole shape. Dens usually have dirt berms and matted vegetation adjacent to the entrances, and tracks and prey remains will normally be detected nearby. SJKF may also utilize man-made structures such as pipes and culverts as dens.

4.1.2 Swainson's Hawk (Buteo swainsonii)

Swainson's hawk is listed as Threatened on the State level. favoring open habitat for foraging such as agricultural fields, pastures, and row crops. They nest in scattered stands of eucalyptus, willow, oak, cottonwood, and conifers. On occasion, Swainson's hawk will nest on a power pole or transmission tower. Nests are constructed with loose bundles of sticks and debris items. Incubation period is approximately 35 days and nesting period is 17-22 days. The breeding season for this species begins in March and ends in September.

4.1.3 Vernal Pool Fairy Shrimp (Brachinecta lynchi)

Vernal pool fairy shrimp is listed as Threatened on the Federal level and has no listing on the State level. Measuring 2.5 centimeters (one inch) long, translucent crustaceans with 11 pairs of appendages. Thy are limited to vernal pool habitats in Oregon and California and do not occur in riverine, marine, or other permanent bodies of water where fish are present. During the wet season, the females produce hardy resting eggs, called cysts, which survive the dry season and hatch when the rains come again.

4.1.4. Western yellow-billed cuckoo (Coccyzus americanus occidentalis)

Yellow-billed cuckoos have uniform grayish-brown plumage on their head and back, and dull white underparts. Their tails are long with two rows of four to six large white circles on the underside. The bill of yellow-billed cuckoos is short to medium in length and curved downward with a black upper mandible and a yellow or orange lower mandible. Yellow-billed cuckoos have zygodactylous feet, meaning that of the four toes, the middle two point forward and the outer two point backward.

Yellow-billed cuckoos prefer open woodlands with clearings and a dense shrub layer. They are often found in woodlands near streams, rivers or lakes. In North America, their preferred habitats include abandoned farmland, old fruit orchards, successional shrubland and dense thickets. In winter, yellow-billed cuckoos can be found in tropical habitats with similar structure, such as scrub forest and mangroves.

5. Findings

During the Habitat Assessment, Soar Environmental did not observe any of the referenced special-status species within the Project site or environmental footprint. From the information gathered in the data records search and analysis of the habitat on site, the following 4 special-status species were found to have the highest potential for occurrence in the vicinity of the Project site: 1) San Joaquin kit fox, 2) Swainson's hawk, 3) vernal pool fairy shrimp, and 4) western yellow-billed cuckoo. However, due to habitat quality and proximity of historical occurrences, all of these species were found to be unlikely to occur within the vicinity of the Project site. Based on the findings of this assessment, the proposed development of this property is unlikely to adversely affect any special-status species and is likely to have no effect for CEQA considerations.

The Project site consists of 69.35 acres of an inactive agricultural field. The ground is highly disturbed and compacted from previous agricultural activities. Land use in the surrounding area is urban and residential to the east, becoming orchards and agricultural land to the west. There is an irrigation ditch on the eastern side of the property with little to no vegetation around it. There are no vernal pools or wetlands in the area that would provide suitable habitat for vernal pool fairy shrimp, or any other aquatic special-status species identified in this report.

Although a red-tailed hawk And several other common bird species were observed flying through the area, there were no raptor nests observed within a 0.5 miles search around the Project footprint. Due to agricultural activities, the orchard trees in the area do not provide suitable refugia for nesting birds. There are no trees or bushes in the area that would provide adequate nesting habitat for red-tailed hawk, western yellow-billed cuckoo, or any of the special-status bird species identified in this report.

No signs of San Joaquin kit fox were observed during the habitat assessment, and suitable habitat for this species is poor within the surrounding areas. The ground was highly visible from recent mowing, and no small mammal burrows were observed anywhere on the property that would provide adequate refugia for San Joaquin kit fox.

6. Recommendations

No listed species were observed during the Habitat Assessment of the Project site, and no suitable habitat features, or conditions were observed that would be conducive for any of the aforementioned species. The proposed development of this parcel is unlikely to adversely affect any special-status species. Soar Environmental Consulting, Inc. recommends that if any special status species are observed during construction activities, work be stopped immediately and CDFW is contacted.

7. Study Limitations

This Report has been prepared in accordance with generally accepted environmental methodologies and contains all the limitations inherent in these methodologies. The Report documents site conditions that were observed during field reconnaissance and do not apply to future conditions. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our contract and included in this Report.

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APPENDIX A

SITE PHOTOGRAPHS

Project Area



Photo 1 – Northern Boundary (View East)

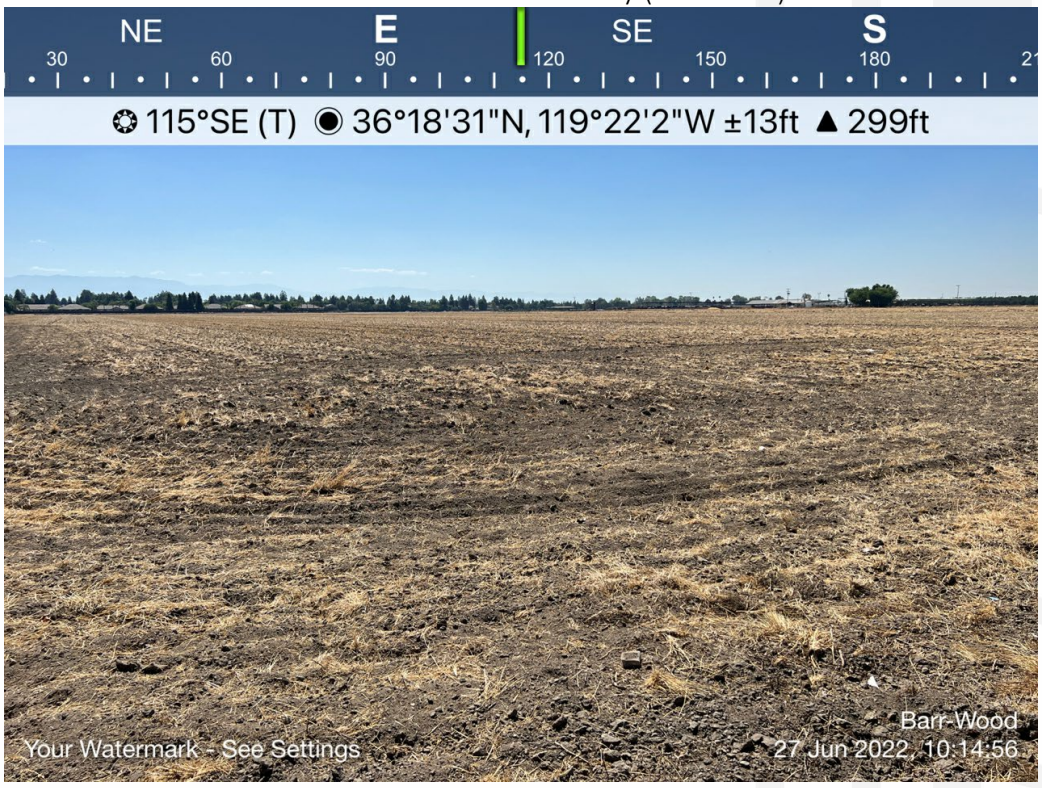


Photo 2 – Eastern Boundary (View South)



Photo 3 – Southern Boundary (View West)



Photo 4 – Western Boundary (View North)



Photo 5 – Center of Project Site (North to South)



Photo 6 – Center of Project Site (South to North)

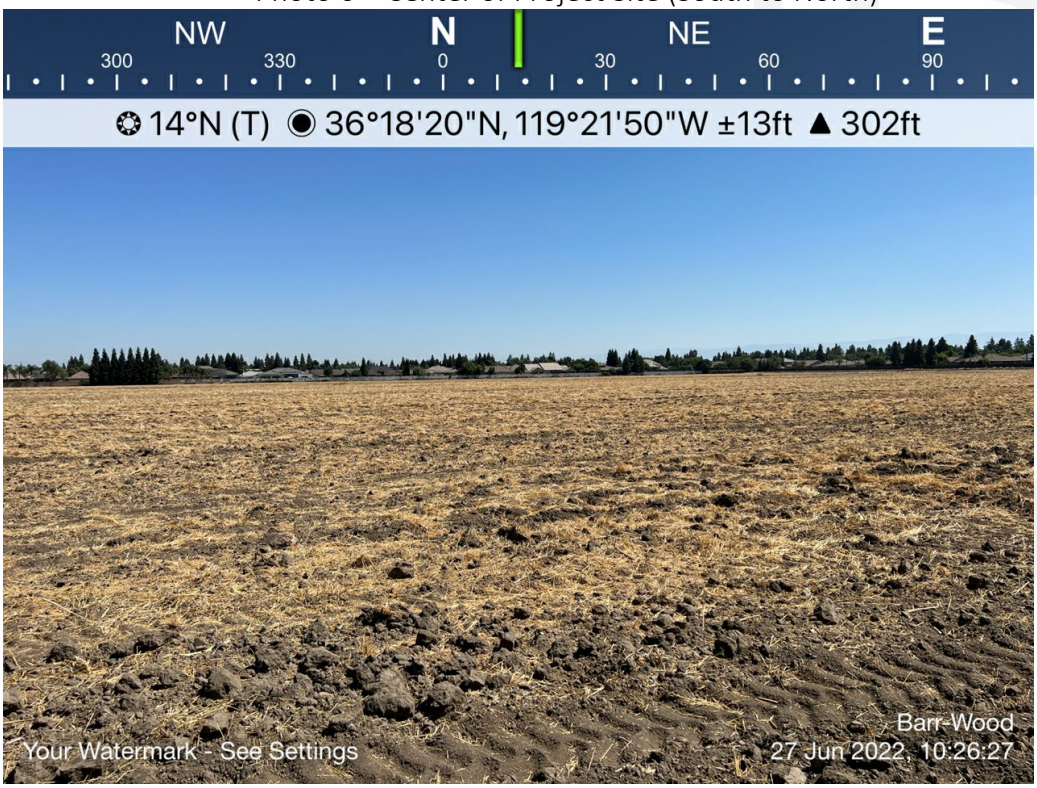


Photo 7 – Center of Project Site (East to West)



Photo 8 – Center of Project Site (West to East)



Photo 9 – Southeast Panhandle of Project Boundary (View East)



Photo 10 – Canal Dividing Panhandle from the Rest of the Project Site



Appendix C

Cultural Records Search Results

Phase I Cultural Resource Assessment for the Barr and Wood Tentative Subdivision Map Project, Tulare County, California

Consuelo Y. Sauls

Prepared By

Taylored Archaeology
6083 N. Figarden Dr., Ste 616
Fresno, CA 93722

Prepared For
4Creeks, Inc.
324 S. Santa Fe St., Suite A
Visalia, CA 93292

July 2022

USGS Visalia 7.5' topographic quadrangle
69.35-acre project boundary; intensive pedestrian survey
Keywords: South Fork Persian Ditch

MANAGEMENT SUMMARY

Taylored Archaeology completed a Phase I cultural resource assessment for the Barr and Wood Tentative Subdivision Map Project (Project). Barr and Wood is an unincorporated property southwest of the City of Visalia in Tulare County, California. The Project proposes to construct a single-family residential development comprised of approximately 136 residential lots with park strip landscaping, streets, streetlights, sidewalks and a pond. In order to obtain development approval from the City of Visalia, the Project is subject to the California Environmental Quality Act (CEQA). The City of Visalia is the Lead Agency under CEQA for this Project.

To assess for cultural resources in conjunction with CEQA, Taylored Archaeology conducted a cultural resource study under contract with 4Creeks, Inc. to assess whether cultural resources are present with the Project boundary. This investigation included: (1) a records search from the Southern San Joaquin Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS), at California State University, Bakersfield; (2) a Sacred Lands File Search from the Native American Heritage Commission (NAHC); (3) archival research; (4) an archaeological pedestrian survey and (5) preparing California Department of Parks and Recreation (DPR) 523 forms.

The SSJVIC reported that two previous cultural resource investigations have been conducted within the Project area and no cultural resources were recorded within the Project area. Taylored Archaeology reviewed the two cultural resource investigations (TU-00041 and TU-01190) and determined both are literature reviews and not surveys of the Project area. The SSJVIC identified five previous investigations and two recorded historical resources within a 0.5-mile radius of the Project boundary: 3431 South Shirk Street, a rural residential home (P-54-005058) and 6440 West Cadwell Avenue, a rural residential home (P-54-005059).

The NAHC stated a search of its Sacred Lands File was negative. Local tribes were previously contacted by the City of Visalia under Assembly Bill 52. The pedestrian survey of the Project site did not identify any prehistoric resources on the ground surface. However, a segment of the South Fork Persian Ditch was identified and recorded on California Department of Parks and Recreation forms but was not formally evaluated for significance and eligibility for listing in the National Register of Historic Places or California Register of Historical Resources. According to the Project description, the ditch will remain open in its present condition with only a single bridge crossing the ditch within the Project boundary. Because the Project proposes no substantial change to the ditch, there is no expected adverse change to this historical resource.

Taylored Archaeology makes the following management recommendations:

In the event that previously unidentified archaeological remains are encountered during development or ground-moving activities in the Project area, all work should be halted until a qualified archaeologist can identify the discovery and assess its significance. In the event of accidental discovery of unidentified archaeological remains during development or ground-

moving activities in the Project area, all work shall be halted in the immediate vicinity (within a 100-foot radius) until a qualified archaeologist can identify the discovery and assess its significance.

If human remains are uncovered during construction, the Tulare County Coroner is to be notified to investigate the remains and arrange proper treatment and disposition. If the remains are identified on the basis of archaeological context, age, cultural associations, or biological traits to be those of a Native American, California Health and Safety Code 7050.5 and PRC 5097.98 require that the coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will be afforded an opportunity to make recommendations regarding the treatment and disposition of the remains. A copy of this report will be provided to the SSJVIC for inclusion in the CHRIS statewide database.

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1
INTRODUCTION

Taylored Archaeology performed a Phase I cultural resource assessment for the Barr and Wood Tentative Subdivision Map Project (Project) near the city of Visalia, California in unincorporated Tulare County, California. As part of development approval process, the City of Visalia as lead agency must comply with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 [g] mandate that government agencies consider the impacts of a project on the environment, including cultural resources.

1.1 PROJECT DESCRIPTION AND LOCATION

The proposed Project involves constructing a single-family residential development consisting of approximately 136 lots, a 3.7-acre park, a 1.6-acre stormwater retention basin, and associated paved streets, sidewalks, streetlights, and landscaping. Local streets within the subdivision will be connected to South Shirk Road/ Road 92 to the west, and South Roeben Street to the east. Local streets will additionally cross over the on-site ditch in a single bridge, and the ditch will remain open in its present condition. The planned maximum excavation of the Project will be the stormwater retention basin at 12 feet below ground surface (bgs). The Project site will also be annexed into the City of Visalia.

The current Project site consists of 69.35-acres of agricultural land within Tulare County Assessor's Parcel Number 119-022-041. The Project area is in unincorporated Tulare County near the City of Visalia, California (Figure 1-1). The Project area is visible on the U.S Geological Survey (USGS) 7.5-minute Visalia, California, topographic quadrangle in Section 3 of Township 19 South, Range 24 East, Mount Diablo Base and Meridian (Figure 1-2).

1.2 REGULATORY SETTING

In this report "cultural resources" are defined as prehistoric or historical archaeological sites as well as historical objects, buildings, or structures. In accordance with 30 Code of Federal Regulations (CFR) §60.4, "historical" in this report applies to cultural resources which are at least 50 years old. The significance or importance of a cultural resource is dependent upon whether the resource qualifies for inclusion at the local or state level in the California Register of Historical Resources (CRHR), or at 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 statue 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 inclusion in the NRHP are deemed "historic properties".

1.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to CEQA, a historical resource is a resource listed in, or determined to be eligible for listing in, the CRHR. 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.

CEQA details appropriate measures for the evaluation and protection of cultural resources in §15064.5 of the CEQA Guidelines. According to CEQA guidelines §15064.5 (a)(3), criteria for listing on the CRHR includes the following:

> *(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*
> *(B) Is associated with the lives of persons important in our past.*
> *(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*
> *(D) 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:

> *(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*
> *(A) included or determined to be eligible for inclusion in the California Register of Historical Resources.*
> *(B) 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 destruction, defacing, or removal of any historic or prehistoric cultural features on land under the jurisdiction of State or local authorities.

1.3 PROFESSIONAL QUALIFICATIONS

Archaeologist Consuelo Y. Sauls (M.A.), a Registered Professional Archaeologist (RPA 41591505), managed the assessment and compiled this report for the Project. Ms. Sauls also conducted the records search, literature review, requested Sacred Lands File and performed the pedestrian field survey of the Project site. Ms. Sauls meets the Secretary of the Interior's Standards for Professional Qualifications in Archaeology. Statement of Qualifications for key personnel is provided in Appendix A.

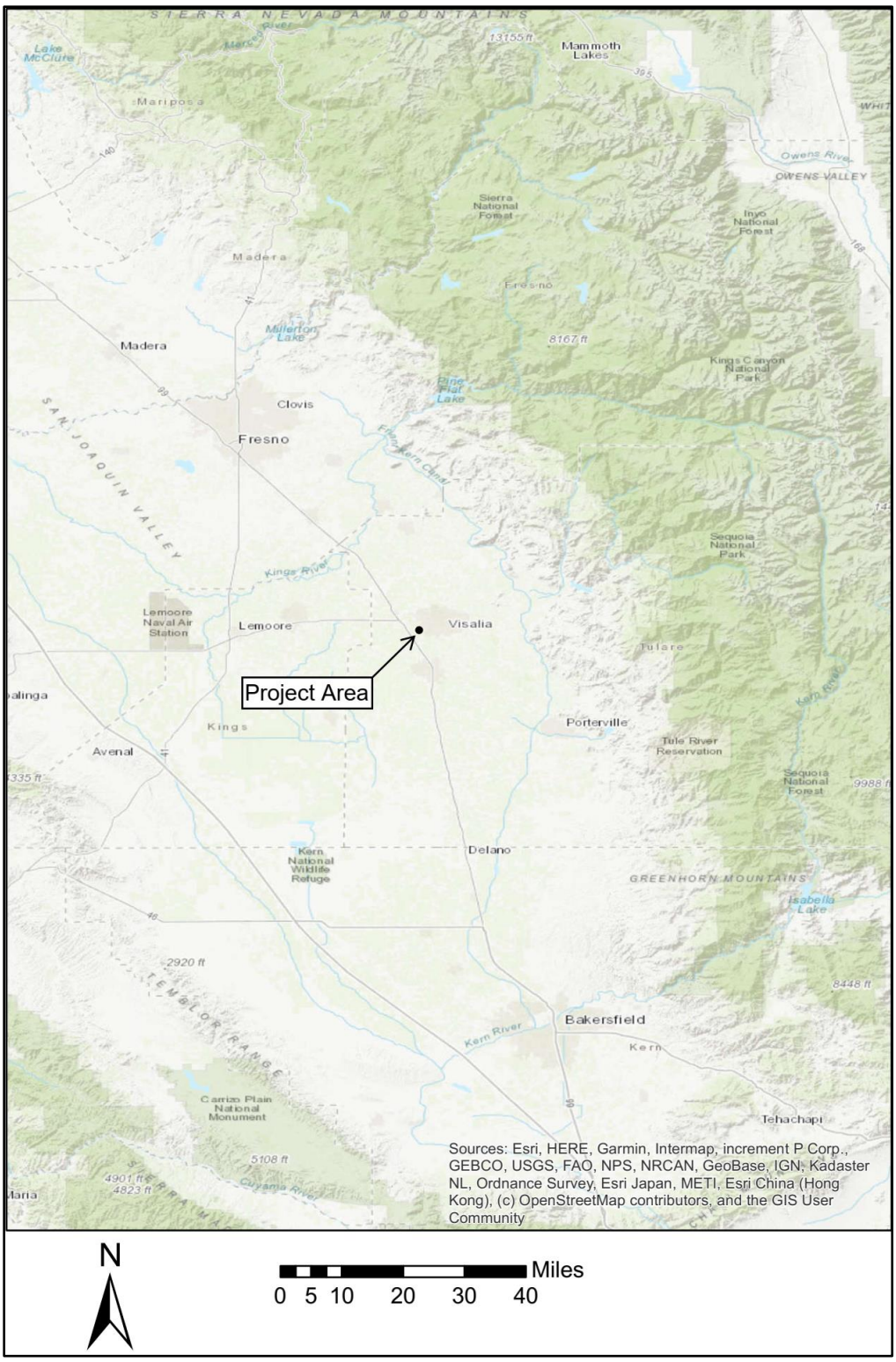


Figure 1-1 Project vicinity in Tulare County, California.

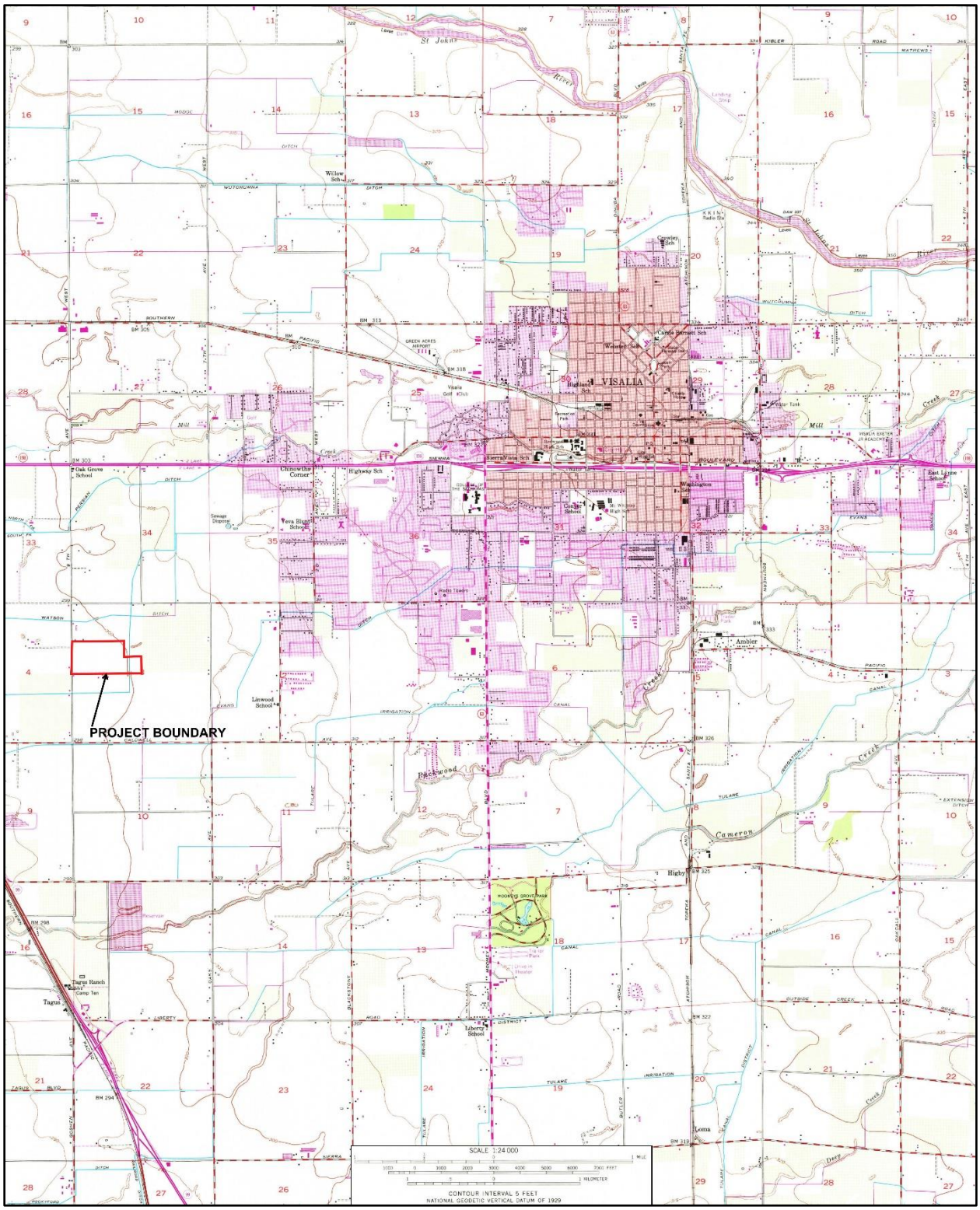


Figure 1-2 Project location on the USGS Visalia, CA 7.5-minute quadrangle.



Figure 1-3 Aerial view of the Project boundary showing survey coverage.

1.4 REPORT STRUCTURE

This report documents the results of a cultural resource assessment of the proposed Project area. In order to assess potential project impacts to archaeological and historical resources pursuant to CCR §15064.5, the following specific tasks were completed: (1) requesting a records search from the Southern San Joaquin Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS), at California State University, Bakersfield; (2) requesting a Sacred Lands File Search from the Native American Heritage Commission (NAHC); (3) archival research (background research); (4) conducting archaeological pedestrian survey and (5) preparing California Department of Parks and Recreation (DPR) 523 forms.

Taylored Archaeology prepared this report following the California Office of Historic Preservation standards in the 1990 Archaeological Resources Management Report Recommended Contents and Format. Chapter 1 describes the introduction of the Project and its location, and identifies the key personnel involved in this report. Chapter 2 summarizes the Project setting, including the natural, prehistoric, historic, and ethnohistoric background for the Project area and surrounding area. Chapters 3 details the methods used for cultural records search, archival research, local Native American outreach, and archaeological pedestrian survey. Chapter 4 summarizes the results of the cultural resource investigation. Chapter 5 discusses the Project findings and offers management recommendations. Chapter 6 is a bibliography of references cited within this report. The report also contains the following appendices: Qualifications of key personnel (Appendix A), the CHRIS records search results (Appendix B), and the NAHC letter of the SLF results (Appendix C) and DPR 523 series record forms for recorded cultural resources (Appendix D).

2
PROJECT SETTING

2.1 NATURAL ENVIRONMENT

The Project site lies in the Central Valley of California, which is approximately 450 miles from north to south, and ranges in width east to west from 40 to 60 miles (Prothero 2017). The Central Valley is divided into two subunits, the Sacramento Valley in the north and the San Joaquin Valley in the south, which are each named after the primary rivers within each valley (Madden 2020). The Project is located approximately 294 feet above sea level on the open flat plains of the Southern San Joaquin Valley. Climate within the San Joaquin valley is classified as a 'hot Mediterranean climate', with hot and dry summers, and cool damp winters characterized by periods of dense fog known as 'tule fog' (Prothero 2017).

The San Joaquin Valley is a comprised of a structural trough created approximately 65 million years ago and is filled with nearly six miles of sediment (Bull 1964). The San Joaquin Valley ranges from Stockton and the San Joaquin-Sacramento River Delta in the north to Wheeler Ridge to the south, ranging nearly 60 miles wide at its widest (Zack 2017). It is split by late Pleistocene alluvial fans between the San Joaquin River hydrologic area in the north and the Tulare Lake Drainage Basin in the south (Rosenthal et al 2007). The Project site is located within the latter of the two hydrologic units. The Kaweah, Tule, Kern, and Kings rivers flowed into large inland lakes with no outflow except in high flood events, in which the lakes would flow through the Fresno Slough into the San Joaquin River. The largest of these inland lakes was the Tulare Lake, which occupied a vast area of Tulare and Kings Counties and was the largest freshwater lake west of the Mississippi. These four rivers in the Tulare Lake Drainage Basin accounted for more than 95 percent of water discharged into Tulare Lake, with the remaining five percent sourced from small drainages originating in the Coast Ranges to the west (Adams et al. 2015).

The Project is in central western Tulare County on the valley floor of the San Joaquin Valley within the greater Kaweah River Delta alluvial fan. Specifically, the Project is located 1.8 miles north of Packwood Creek, which is a distributary of the Kaweah River (Thompson 1892). Distributaries form when debris-laden river waters meet abrupt changes in channel and slope confinement, resulting in unstable channel networks that change with time (Wagner et al. 2013). Before the appearance of agriculture in the nineteenth century, the Project location would have been comprised of prairie grasslands with scatter oak tree savannas near the foothills, and along the various streams and drainages (Preston 1981). Riparian environments would also have been present along various waterways, including drainages and marshes. Native vegetation likely would have consisted of needle grasses and other perennial bunchgrasses before the introduction of non-native species in the 1800s.

The valley floor of the region was largely dominated by marshlands, lakes, and annual grasslands. Historically, these habitats provided a lush environment for large animals, including various migratory birds and other waterfowl, grizzly bear (*Ursus arctos californicus*), tule elk (*Cervus* sp.), pronghorn (*Antilocapra americana*), mule deer (*Odocoileus hemionus*), black bear (*Ursus*

americanus), and mountain lion (*Puma concolor*) (Preston 1981). Native trees and plants observed in the Project vicinity include various blue, live, and white oaks (*Quercus* sp.), cottonwood (*Populus aegiros*), and willow (*Salix* sp.). The introduction of agriculture to the region resulted in large animals being forced out of their habitat. Common land mammals now include valley coyote (*Canis latrans*), bobcat (*Lynx rufus*), gray fox, kit fox (*Vulpes macrotis*), and rabbits (Leporidae). Rivers and lakes throughout the valley provide habitat for freshwater fish, including rainbow trout (*Oncorhynchus mykiss*), Sacramento sucker (*Catostomidae* sp.), and Sacramento perch (*Archoplites interruptus*), (Preston 1981).

The Project site is presently characterized as agricultural utilized for winter wheat cultivation, surrounded by single-family residential development to the north and east, a dairy farm and row crops to the south, and rural residences and orchards to the east. The immediate region is located at the southwest of the City of Visalia suburban footprint and is rapidly transitioning from agricultural to suburban residential use.

2.2 PREHISTORIC SETTING

Research into San Joaquin Valley prehistory began in the early 1900s with several archaeological investigations (Rosenthal et al. 2007). The Southern San Joaquin Valley is of one of the least understood areas within California due to a lack of well-grounded chronologies for large segments of the valley (Rosenthal et al. 2007). This is largely due to the valley floor being filled with thick alluvial deposits, and from human activity largely disturbing much of the valley floor due to a century and a half of agricultural use (Dillon 2002; Siefken 1999). Mound sites may have occurred as frequently as one every two or three miles along major waterways but studying such mounded occupations sites is difficult as most surface sites have been destroyed (Schenck and Dawson 1929). Much of the early to middle Holocene archaeological sites may be buried as deep as 10 meters due to millennia of erosion and alluvial deposits from the western Sierras (Moratto 1984).

Mass agricultural development has heavily disturbed and changed the landscape of the Southern San Joaquin Valley, from the draining of marshes and the vanishing of the extensive Tulare Lake, to grading nearly the entire valley for agricultural operations (Garone 2011). These activities have impacted or scattered much of the shallow surface deposits and mounds throughout the valley (Rosenthal et al 2007). Some researchers have suggested that potentially as much as 90 percent of all Central California archaeological sites have been destroyed from these activities (Riddell 2002).

The cultural traits and chronologies which are summarized below are largely based upon information discussed in multiple sources, including Bennyhoff and Fredrickson (1973, 1974), Garfinkel (2015), McGuire and Garfinkel (1980), Moratto (1984), and Rosenthal et al. (2007). The most recent comprehensive approach to compiling a chronology of the Southern San Joaquin Valley prehistory is by Garfinkel in 2015, which builds off Rosenthal's 2007 previous work. Both Garfinkel's and Rosenthal's chronologies are calculated in years B.C. In the interest of maintaining

cohesiveness with modern anthropological research, the dates of these chronologies have been adapted into years before present (B.P.).

The Paleo-Indian Period (13,500-10,600 cal B.P.) was largely represented by ephemeral lake sites which were characterized by atlatl and spear projectile points. Around 14,000 years ago, California was largely a cooler and wetter place, but with the retreat of continental Pleistocene glaciers, California largely experienced a warming and drying period. Lakes filled with glacial meltwater were located in the valley floor and used by populations of now extinct large game animals. A few prehistoric sites were discovered near the southwestern shore of Tulare Lake (Garfinkel 2015). Foragers appear to have operated in small groups which migrated on a regular basis.

During the Lower Archaic Period (10,500-7450 cal B.P.), climate change created a largely different environment which led to the creation of larger alluvial fans and flood plains. Most of the archaeological records of the prior period wound up being buried by geological processes. During this time, cultural patterns appear to have emerged between the foothill and valley populations of the local people. The foothill sites were often categorized by dense flaked and ground stone assemblages, while the valley sites were instead characterized by a predominance of crescents and stemmed projectile points. Occupation within the area is represented mostly by isolated discoveries and along the former shoreline of Tulare Lake. Archaeological finds are typically characterized by chipped stone crescents, stemmed points, and other distinctive flakes stone artifacts (Rosenthal et al. 2007). Variations in consumption patterns emerged as well, with the valley sites more marked by consumption of waterfowl, mussels, and freshwater fish, while the foothills sites saw an increase in nuts, seeds, and a more narrowly focused diet than the valley sites.

The Middle Archaic (7450-2500 cal B.P.) saw an increase in semi-permanent villages along river and creek settings, with more permanent sites located along lakes with a more stable supply of water and wildlife. Due to the warmer and drier weather of this period, many lakes within the valley dramatically reduced in size, while some vanished completely (Garone 2011). Cultural patterns during this time saw an increase in stone tools, while a growth in shell beads, ornaments, and obsidian evidence an extensive and ever-growing long-distance trade network. Little is known of cultural patterns in the valley during the Upper Archaic (2500-850 B.P.), but large village structures appeared to be more common around local rivers. An overall reduction of projectile point size suggests changing bow and arrow technologies. Finally, the Emergent Period (850 cal B.P. - Historic Era) was generally marked by an ever-increasing specialization in tools, and the bow and arrow generally replaced the dominance of the dart and atlatl. Cultural traditions ancestral to those recorded during ethnographic research in the early 1900s are identifiable.

2.3 ETHNOGRAPHY

The Project area is in the Southern Valley Yokuts ethnographic territory of the San Joaquin Valley. The Yokuts were generally divided into three major groups, the Northern Valley Yokuts, the Southern Valley Yokuts, and the Foothill Yokuts. The Yokuts are a sub-group of the Penutian language that covers much of coastal and central California and Oregon (Callaghan 1958). The

Yokuts language contained multiple dialects spoken throughout the region, though many of them were mutually understandable (Merriam 1904).

The Yokuts have been extensively researched and recorded by ethnographers, including Powers (1877), Kroeber (1925), Gifford and Schenck (1926, 1929), Gayton (1930, 1945), Driver (1937), Harrington (1957), Latta (1977), and Wallace (1978). Much of the research from these ethnographers focuses on the central Yokuts tribes due to the northernmost tribes being impacted by Euro-Americans during the California Gold Rush of the mid 1800s, and by the southernmost tribes often being removed and relocated by the Spanish to various Bay Area or coastal missions. The central Yokuts tribes, and especially the western Sierra Nevada foothill tribes, were the most intact at the time of ethnographic study.

The most detailed ethnographic information gathered regarding Native American group territories in Central California is located within maps prepared by Kroeber. The information presented in Kroeber's map of Southern and Central Yokuts shows the Project area within the Telamni Yokuts territory (1925: Plate 47). The main village for this area was *Waitatshuulul*, which was approximately 3 miles east of the Project site along Packwood Creek (Kroeber 1925). 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. Yokuts were organized into local tribes, with one or more linked villages and smaller settlements within a territory (Kroeber 1925).

Each local tribe was a land-owning group that was organized around a central village, and shared common territory and ancestry. Most local tribe populations ranged from 150 to 500 people (Kroeber 1925). These local tribes were often led by a chief, who was often advised by a variety of assistants including the winatum, who served as a messenger and assistant chief (Gayton 1930). Early studies by Kroeber (1925), Gifford and Schenck (1926), and Gayton (1930) concluded that social and political authority within local tribes was derived from male lineage and patriarchy. However, more recent reexaminations (Dick-Bissonnette 1998) argue that this assumption of patriarchal organization was based on male bias by early 20th century researchers, and instead Yokuts sociopolitical authority was matriarchal in nature and centered around matrilineal use-rights and women's work groups.

Prior to Euro-American contact, there was abundance of natural resources within the greater Tulare Lake area. Due to these resources, Yokuts maintained some of the largest populations in North America west of the continental divide (Cook 1955a).

2.4 HISTORIC SETTING

2.4.1 California History

European contact in modern-day California first occurred in 1542 with the arrival of a Spanish expedition lead by Juan Rodríguez Cabrillo into San Diego Bay (Engstrand 1997). Expeditions along the California coast continued throughout the sixteenth century and primarily focused on

finding favorable harbors for further expansion and trade across the Pacific. However, rocky shorelines, unfavorable currents, and wind conditions made traveling north from New Spain to the upper California coast a difficult and time-consuming journey (Eifler 2017). The topography of California, with high mountains, large deserts, and few natural harbors lead to European expansion into California only starting in the 1760s. As British and Russian expansion through fur trading encroached on California from the north, Spain established a system of presidios, pueblos, and missions along the California coast to defend its claim, starting with Mission San Diego de Alcalá in 1769 (Engstrand 1997).

2.4.2 Central California History

The San Joaquin Valley did not experience contact with Europeans until the late 1700s (Starr 2007). Life at the California missions was hard and brutal for Native Americans, with many dying of disease, poor conditions, and many fleeing to areas not under direct Spanish control (Jackson and Castillo 1995). 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 (Zack 2017). 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. Additional excursions to the valley were for exploration such as those led by Lieutenant Bariel Moraga in 1806, but also to find sites for suitable mission sites and to track down Native Americans fleeing the coastal missions (Cook 1958).

Subsequent expeditions were also sent to pursue outlaws from the coast who would often flee to the valley for safety. One of the subsequent explorations was an expedition in 1814 to 1815 with Sargent Juan Ortega and Father Juan Cabot, who left the Mission San Miguel with a company of approximately 30 Spanish soldiers and explored the San Joaquin Valley (Smith 2004). This expedition passed through the Kaweah Delta and modern-day Visalia and made a recommendation to establish a mission near modern-day Visalia. However, with European contact also came European disease. Malaria and other new diseases were brought by Europeans, and in 1833 an epidemic of unknown origin traveled throughout the Central Valley. Some estimates place the Native American mortality of the epidemic as high as 75 percent (Cook 1955b). Combined with the rapid expansion of Americans into California in 1848 during the Gold Rush, Native American populations within the valley never fully recovered (Eifler 2017).

Initial settlement within the valley by Europeans in the 1830s was largely either by trappers like Jedediah Smith or horse thieves like Pegleg Smith (Clough and Secrest 1984). In fact, horse and other livestock theft was so rampant that ranching operations on the Rancho Laguna de Tache by the Kings River and Rancho del San Joaquin Rancho along the San Joaquin River could not be properly established (Cook 1962). 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. Most prospectors traveled by sea to San Francisco and used rivers ranging from the Sacramento River to the San Joaquin River to access the California interior (Eifler 2017). Most areas south of the San Joaquin River were less settled simply because those rivers did not connect

to the San Francisco Bay area except in wet flood years. By 1850, California became a state and Tulare County was established in 1853.

2.4.3 Local History

The City of Visalia is one of the oldest cities within the Southern San Joaquin Valley and was founded in 1852. By the late 1850s the town of Visalia was a major station along the Butterfield Overland Mail stage route as it traveled north from Los Angeles to Stockton (Helmich 2008). During the first few decades, Visalia was a supply center for nearby gold rushes, served as the regional population center of Tulare County, and had an agricultural economy based on livestock and some agriculture (Dyett and Bhatia 2014). During the 1850s and 1860s roughly made earthen ditches and dams diverted stream water for irrigation, with the earliest ditches in the San Joaquin Valley being constructed in Visalia between 1852 to 1853 (Caltrans 2000). The Southern Pacific Railroad was extended from Fresno into Tulare County in the early 1870s but bypassed the City of Visalia as it was located six miles to the east of the rail line (Small 1926).

The construction of the rail line also brought an increase in agriculture and farms, which clashed with existing ranching operations in the local area. Escalating conflicts and livestock disputes between ranchers and farmers lead to the "No Fence Law" in 1874, which forced ranchers to pay for crop and property damage caused by their cattle (Ludeke 1980). With the passage of this law and the expansion of irrigation systems, predominant land use in the 1870s switched from grazing to farming (Mitchell 1974). This led to the beginning of the vast change of the San Joaquin Valley from native vegetation and grasslands to irrigated crops (Varner and Stuart 1975).

Water rights within California originally arose from the 'first come first serve' policy of the Gold Rush era. Diverting surface water to farms became big business but was a convoluted mess of customs, traditions, and conflicting claims (Zack 2017). Fed up with the situation, small farmers gathered behind Modesto lawyer C.C. Wright, who was elected to the California legislature in 1887 on the platform of taking water rights from large estates and putting it in the power of community-controlled irrigation districts (Hundley 1992). To solve this mess, the Wright Act of 1887 was passed that allowed residents to petition a local county board of supervisors to create irrigation districts that had the power to issues bonds, and tax land within the district boundaries to pay for the creation and maintenance of canals and ditches for irrigation purposes.

One of the first three districts created under the new act was the Tulare Irrigation District (TID), which was organized on September 21, 1889 (Caltrans 2000). The TID originally covered 219,000 acres from the foothills of the Sierra Nevada to the eastern boundary of Tulare Lake but was ultimately reduced to approximately 32,000 acres (Zack 2017).

At the same time as the Wright Act, an important step forward was made in ditch-digging technology that allowed irrigation systems to be built at a faster pace. From the 1840s to 1890s, farm ditches and canals were largely constructed through the use of buckboards and slip-scoops, which involved the use of a board pulled by horses in an uprights position in order to level ground (Bulls 2010). Between 1883 and 1885, Scottish immigrant James Porteous had moved to Fresno and made significant improvements to the buckboard style scraper that allowed the new scraper

to be pulled by two horses and scrape and move soil while dumping it at a controlled depth. This new design was patented and sold as the “Fresno Scraper”, which lead to an explosion of ditch digging efforts within the San Joaquin Valley (Zack 2017).

With the passage of a $500,000 bond approved by residents of the newly formed TID, construction of the Tulare Irrigation Canal started in 1891 (Small 1926). Starting at the St. John’s River, the main canal was sixty-four feet wide and six feet deep, with a capacity of 500 cubic feet per second, and supplied water to farms as far south as the City of Tulare.

3
METHODS

3.1 RECORDS SEARCH

On May 20, 2022, Taylored Archaeology requested a cultural resource records search from the SSJVIC of the CHRIS at California State University in Bakersfield, California. The purpose of this request was to identify any prehistoric or historical resources on or near the Project site that had been previously recorded within the Project boundary and a 0.5-mile radius of the Project area and identify and review prior cultural resource investigations completed in or near the Project boundary. SSJVIC staff researched historical USGS topographic maps, reports of previous cultural resource investigations, archaeological site and survey base maps, cultural resource records (DPR forms) as well as listings of the Historic Properties Directory of the Office of Historic Preservation, General Land Office Maps, Archaeological Determinations of Eligibility, and the California Inventory of Historic Resources (Appendix B).

3.2 ARCHIVAL RESEARCH

Archival research was conducted to investigate the historical background for any potential historic structures, buildings and historical deposits that may exist and land use within the Project boundary. Historical maps, historical aerial photographs, historical US Geological Survey (USGS) topographic maps, Google Earth aerial photographs, Google Street View photos, books, scholarly articles, and other records were used to better understand the prehistory and history of the Project area. The results of this research are presented in Chapter 4.

3.3 NATIVE AMERICAN OUTREACH

On May 20, 2022, Taylored Archaeology sent an email to the NAHC requesting a Sacred Lands File (SLF) search to identify places in or near the Project area that may be tribal cultural resources, including sacred sites or other resources of importance. No outreach to local Native American representatives was conducted, as they were previously contacted through Assembly Bill 52 (AB 52) consultation by the City of Visalia as the CEQA lead agency for the Project. The result of the SLF search is in Chapter 4.

3.4 ARCHAEOLOGICAL PEDESTRIAN SURVEY

On June 4, 2022, Archaeologist Consuelo Sauls conducted a Phase I archaeological pedestrian survey of the 69.35-acre Project site using systematic transects spaced 15 meters apart within the Project boundary. The entire Project site was accessible and surveyed to identify any prehistoric deposits and potential historical features, structures, and artifacts more than 50 years old that may be present on the ground surface. Ms. Sauls used a plan map, visible landmarks, and Gaia GPS application for navigation to locate and survey the Project area. She also photographed the survey area using an iPhone 11 Pro digital camera.

4
RESULTS

4.1 RECORDS SEARCH

The SSJVIC provided the records search results in a letter dated June 1, 2022 (Records Search File No. 22-214; Appendix B). The results of this search indicate that there are no recorded cultural resources within the Project area. However, there are two cultural resources previously recorded within a 0.5-mile radius of the Project area (Table 4-1). Both are historic-era and built-environment resources: P-54-005058 and P-54-0055059 are both rural single-family residences.

Table 4-1 Previous Recorded Cultural Resources within 0.5-miles radius of the Project Area

Resource Number	Age Association	Resource Type	Distance from Project Boundary
P-54-005058	Historic	Building; Single Family Residence	0.48 miles south of project boundary
P-54-005059	Historic	Building; Single Family Residence	0.48 miles south of project boundary

According to the results, two previous cultural resource study reports were conducted within the Project area (Table 4-2). Further review revealed that TU-00041 is only a literature review of the Project region and TU-01190 is a book on conflicts between Native Americans and California gold miners during the 1850s Gold Rush in Mariposa. Neither of these reports included archaeological surveys.

Table 4-2 Previous Cultural Resource Investigation Reports within the Project Area

Report Number	Author(s)	Date	Report Title	Study
TU-00041	Self, William	1995	Class I Overview Santa Fe Pacific Pipeline Partners, L.P. Proposed Concord to Colton Pipeline Project	Literature Review; No survey of Project area
TU-01190	Mitchell, Annie R.	1957	Jim Savage and the Tulareño Indians	Book; No survey of Project area

Five previous cultural resource studies were conducted within a 0.5-mile radius of the Project area as shown in Table 4-3.

Table 4-3 Previous Cultural Resource Investigation Reports within 0.5-mile radius of the Project Area

Report Number	Author(s)	Date	Report Title	Study
TU-00246	Cantwell, R.J.	1979	Archaeological and Historical Survey Report for the Walnut Avenue Extension from Watson Ditch Near Shirk Road to the Termination of Road 86, Visalia, California	Archaeological and Architectural/Historical Field Survey
TU-00247	Cantwell, R.J.	1979	Historic Property Survey Report for the Extension of Walnut Avenue, Road A288 and Road 86, Approximately Two and a Half Miles of New Road, from Watson Ditch to Southern Terminus of Akers Road	Architectural/Historical Filed Study
TU-01395	Schmidt, James J.	2009	Deteriorated Pole Replacement Project Twin Butte, Seville, Tarusa, St. Johns, Wells, Shinkle, Gopher, Caratan, Higby, Chinowith, Oval, Lowry, and Harrell 12 kV Distribution Lines, Tulare County, California	Archaeological Field Survey
TU-01546	Orfila, Rebecca S.	2011	Archaeological Survey of Project Area for the Southern California Edison Company: Infrastructure Improvement and Maintenance (IIM) Project - Diamante 12kV Project (IO#315323, TD 397679; RSOC Consultant Work Authorization CWA 104)	Archaeological Field Survey
TU-01659	Haley, Kathryn	2009	Historic Property Survey Report for Avenue 280 Road Widening Project, Tulare County, California	Architectural/Historical Filed Survey

In addition to the SSJVIC research, Taylored Archaeology further reviewed the cultural resources 0.5-miles from the Project boundary. Using Google Earth aerial maps, P-54-005058 was determined to have been demolished circa 2021 (Google Earth 2022).

4.2 ARCHIVAL RESEARCH

Historic map coverage of the Project site began in 1885. A review of an 1885 irrigation map of Fresno to Porterville shows all of Section 3, including the Project site, as owned by a "Coughran" (Figure 4-1), with no canals, ditches, or natural waterways depicted on, or adjacent to, the Project site (Hammond 1885).

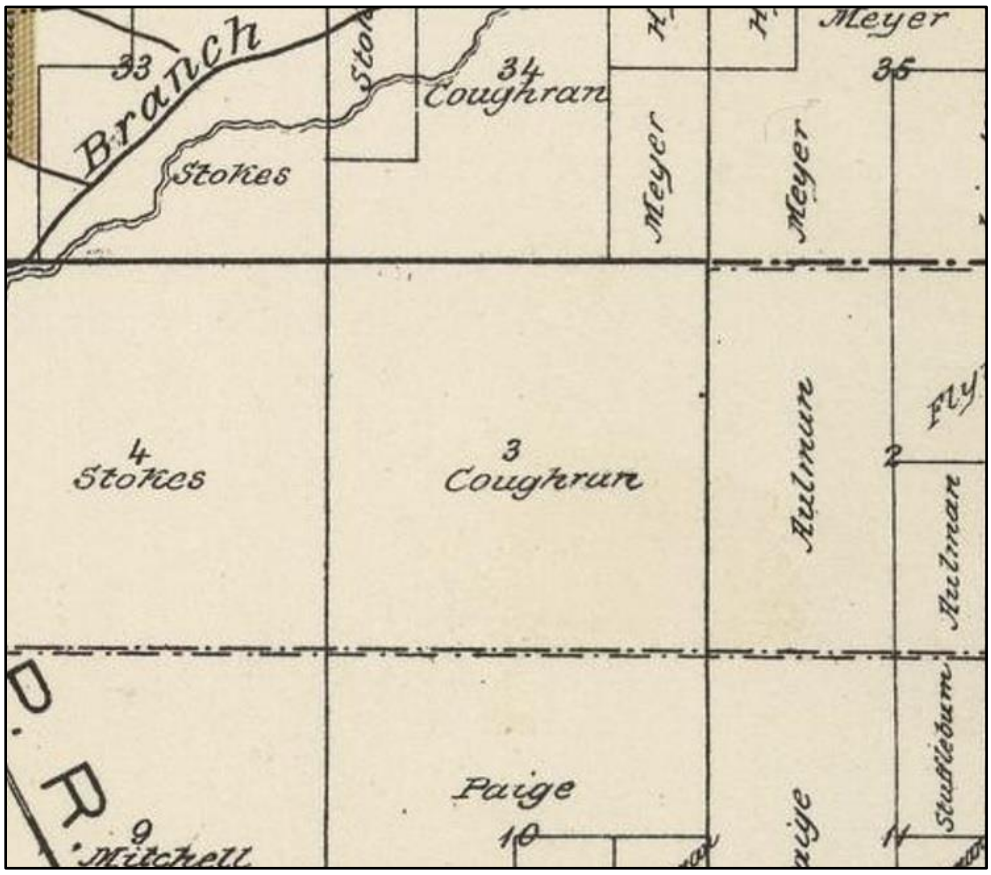


Figure 4-1 1885 Irrigation Map, Project site in Section 3 (Hammond 1885)

An 1892 survey map of Tulare County similarly shows all of Section 3, including the Project site, as owned by a "W. Coughran" (Figure 4-2) with no artificial or natural waterways depicted on, or adjacent to, the Project site (Thompson 1892). No structures are depicted within Section 3 but the Evans Ditch is depicted as running along the southern boundary of Section 3, approximately 0.5 miles south of the Project site.

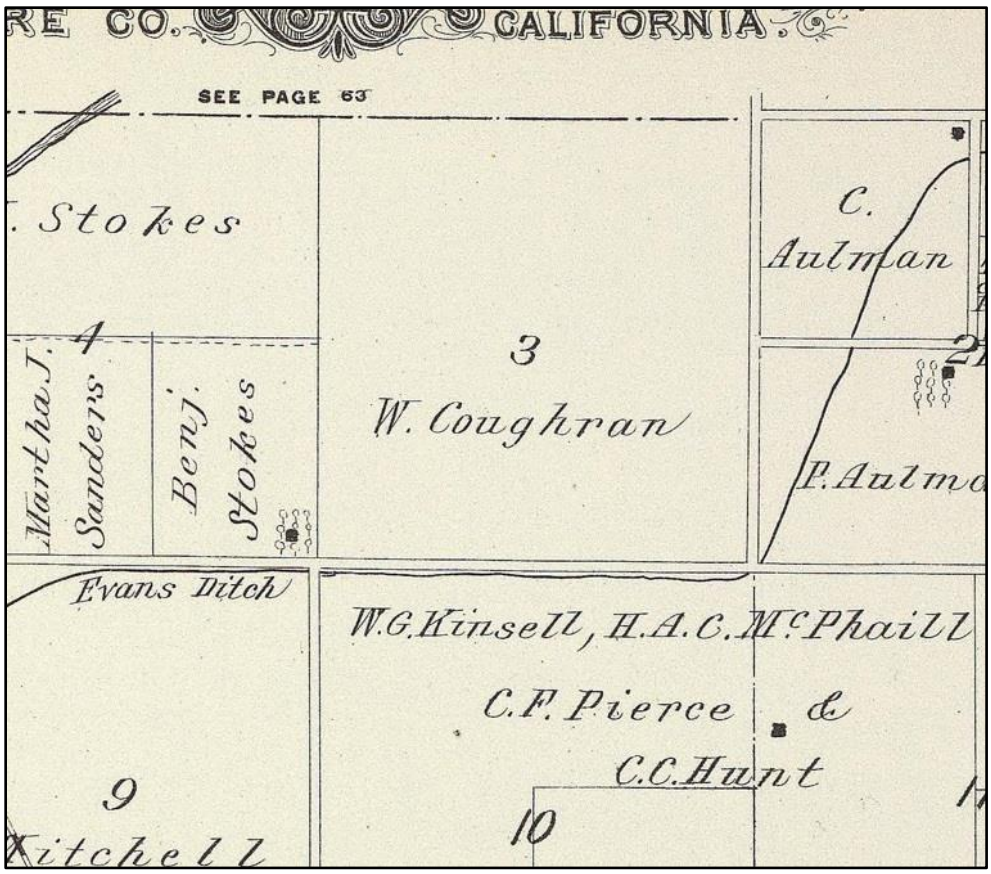


Figure 4-2 1892 Atlas, Project site in Section 3 (Thompson 1892)

Available topographic map coverage of the Project site begins in 1927. The USGS topographic map of the Project site in 1927 depicts an unnamed irrigation ditch, likely the South Fork Persian Ditch, crossing the Project site from the northeast to southwest, and an unnamed natural watercourse crossing the northern portion of the Project site from east to west (Figure 4-3; USGS 1927).

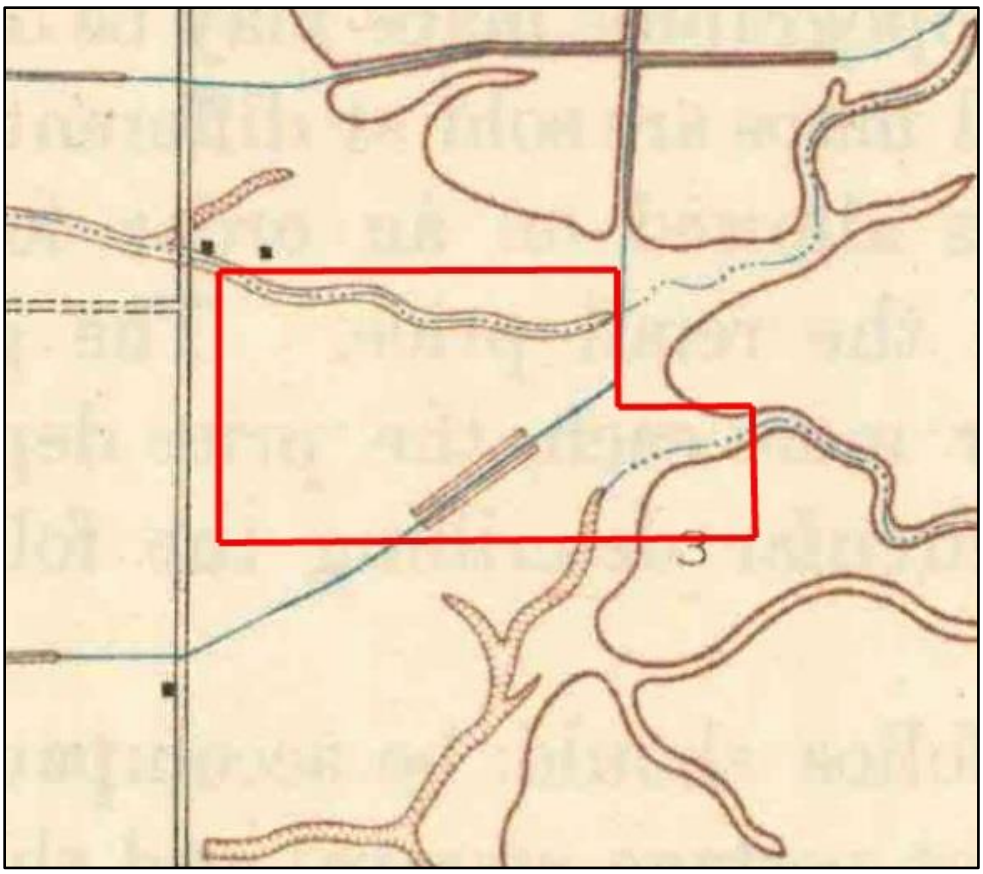


Figure 4-3 1927 topographic map, Project site in red (USGS 1927)

The next available historical map of the Project site is the USGS topographic map from 1950 (USGS 1950). This map depicts the unnamed ditch, likely the South Fork Persian Ditch, as modified from the original 1927 map. By 1950, the ditch had been reoriented to cross the project site from directly north to south, and the natural watercourse in the 1927 map is now depicted at completely gone (Figure 4-4). Additionally, two structures are depicted at the northwestern portion of the Project site.

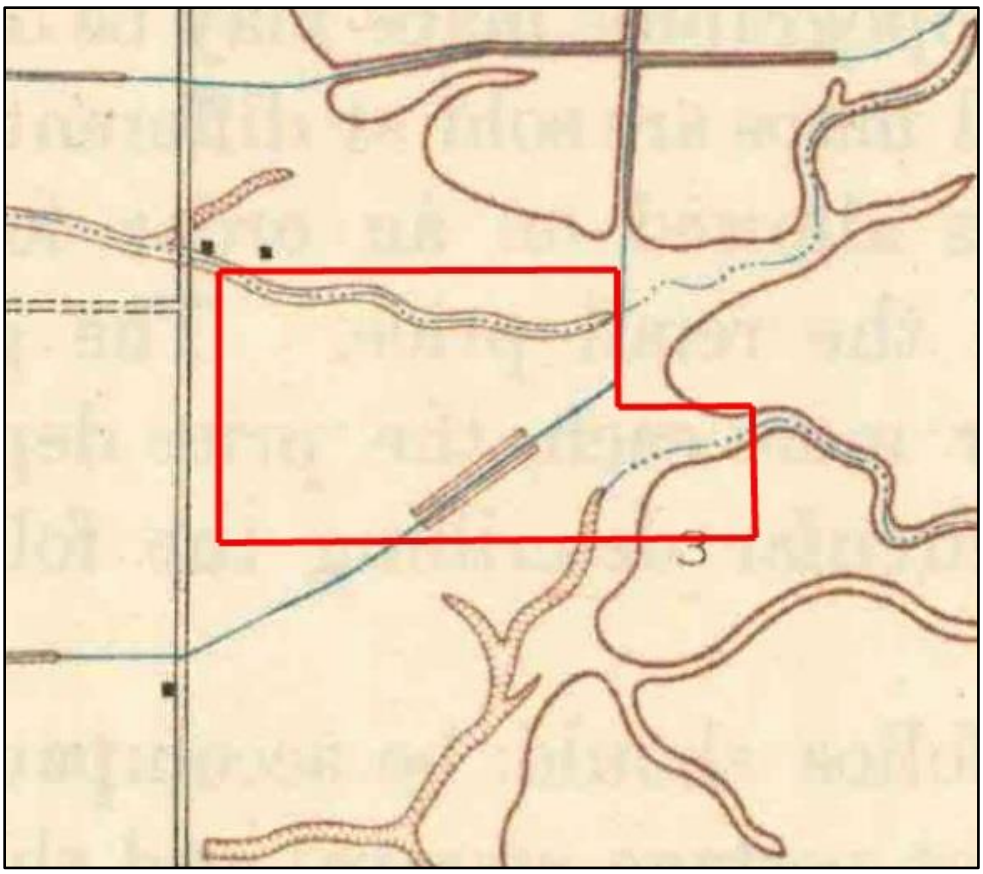


Figure 4-4 1950 topographic map, Project site in red (USGS 1950)

Finally, the 1969 topographic map depicts the Project site similar to the 1950 topographic map, with no discernable change (USGS 1969).

A review of available Project site specific environmental reports revealed a Phase I Environmental Site Assessment (Phase I ESA) for the Project site conducted by Salem Engineering Group in 2020 (Lodge 2020). The 2020 Phase I ESA conducted an intensive review of available historical aerial imagery of the Project site to determine past development history of the site. Below is a reproduction of the results of the review by Salem Engineering (Lodge 2020):

- *1937 Aerial Photograph*
  The northwest portion of the subject property appears to be developed with a single-family dwelling and several out buildings. A dirt road traverses the southeast corner of the subject property. Undeveloped land adjoins the subject property to the north, south, east, and west. A dirt road (South Shirk Road) adjoins the subject property to the west, beyond which is undeveloped land.

- *1952 Aerial Photograph*
  Several of the structures previously observed on the northwest corner of the subject property appear to have been demolished. The subject property and all adjoining properties appear to be utilized for agricultural purposes. A small set of

rural residences or barn structures are observed adjoining the subject property on the agricultural land to the south.

- *1969 Aerial Photograph*
  The northwest corner of the subject property is occupied by what appears to be a single-family dwelling and associated agricultural-use out buildings. The remainder of the subject property appears to be utilized for agricultural purposes as orchard. An east-west trending dirt road traverses the middle of the subject property. Direct access roads adjoining the subject property to the north and south. The conditions on the adjoining properties are similar to the 1952 aerial photograph.

- *1972 Aerial Photograph*
  The conditions on the subject property and adjoining properties are similar to the 1969 aerial photograph with the exception of the adjoining property to the south, which appears to have long rectangular-shaped structures which appear to be cattle shade structures.

- *1977 Aerial Photograph*
  The conditions on the subject property and adjoining properties are similar to the 1972 aerial photograph.

- *1984 Aerial Photograph*
  The conditions of the subject property and adjoining properties are similar to the 1977 aerial photograph, with the exception that an irrigation water retention basin is now visible on the adjoining property to the northwest.

- *1994 Aerial Photograph*
  The structures on the northwest corner on the subject property appear to have been demolished. The remainder of the subject property appears to be utilized for agricultural purposes as an orchard. The adjoining properties to the east and northeast have been developed with residential tracts. The conditions on the adjoining properties to the north, south, and west are similar to the 1984 aerial photograph.

- *2006 Aerial Photograph*
  The conditions on the subject property and adjoining properties to the south and west are similar to the 1994 aerial photograph. An increase in residential development is observed on the properties to the north, northeast, and east. The irrigation water retention basin previously observed to the west of the subject property no longer appears to be in use.

Further review of historic aerial imagery available in the 2020 Phase I ESA and at the Fresno State Map and Aerial Locator Tool (MALT) shows the northeast to southwest alignment of the ditch on the Project site appears to have been modified to a north to south alignment between 1937 and 1946 (Lodge 2020; USAAA 1946). Finally, the north to south alignment of the ditch was changed to its present-day alignment with a 90 degree turn to the west between 2003 and 2004 to accommodate the development of a single-family residential neighborhood adjacent to the northeast of the Project site (Google Earth 2022).

A review of the City of Visalia Planning Information Map confirmed the name of the ditch on the Project site as the South Fork Persian Ditch (Visalia 2022). On July 8, 2022, Taylored Archaeology placed a call to the Persian Ditch Company who confirmed that they manage the South Fork Persian Ditch. No information regarding the date of the ditch construction or the history of the ditch was provided because the Persian Ditch Company stated they are a privately held company which only shares information with company stockholders.

4.3 NATIVE AMERICAN OUTREACH

The NAHC responded on July 6, 2022, via letter regarding Taylored Archaeology's request. The letter stated a search of the SLF was negative. The NAHC supplied a list of Native American representatives to contact for information or knowledge of cultural resources in the Project area (Appendix C).

Prior to the commencement of this cultural resources assessment by Taylored Archeology for the Project, the City of Visalia conducted AB 52 consultation with local Native American tribes. Paige Berggren, a Cultural Specialist Monitor for the Santa Rosa Rancheria Tachi Yokut Tribe responded on behalf of the Tribe requesting an archaeological firm be hired to conduct a pre-construction survey, a records search with NAHC and CHRIS center, and monitoring of any ground disturbing activities. Additionally, the Tachi Yokut Tribe request to be put in contact with the archaeological firm hired so they can maintain updates about the Project (Appendix C).

4.4 ARCHAEOLOGICAL PEDESTRIAN SURVEY RESULTS

The landscape on the Project site consisted of a harvest wheat field (Figure 4-5). As discussed in Section 4.2 of this report, the natural topography of the area has been altered by historical and modern agricultural practices and much of the land on the Project site had been graded, plowed, planted and/or harvested, which has caused additional disturbance to the soil. The soil was gray to light brown sandy silt. During the survey, ground visibility was good (80 percent) due to vegetation in the wheat field and other short grasses. However, the ground visibility in the northwestern portion of the Project site was poor (0 to 5 percent) due to annual grasses and the remnants of a concrete pad, former barn, and wood piles (Figure 4-6). Rodent burrows and related soil piles were closely examined for soil type and lithic scatters.

An irrigation water pump was observed in the eastern portion of the Project site adjacent to the South Fork Persian Ditch (Figure 4-7). The South Fork Persian Ditch is an unlined earthen irrigation ditch that is owned and operated by the Persian Ditch Company (Figure 4-8). The ditch was

observed transecting the southeast portion of the Project site. Two potential historic resources were assessed during the survey and recorded. No prehistoric or tribal resources were discovered during the field survey.



Figure 4-5 Northern portion of the Project site, facing east.



Figure 4-6 Structure pad on the Project site, facing southeast.



Figure 4-7 Water pump on the Project site, facing south.



Figure 4-8 South Fork Persian Ditch on the Project site, facing east.

5
SUMMARY AND RECOMMENDATION

The Phase I cultural resource assessment for the Barr and Wood Tentative Subdivision Map Project was completed. The purpose of this assessment is to identify potential cultural resources within the 69.35-acre Project boundary in Tulare County, California. The Project proposes to construct a single-family residential development comprised of approximately 136 residential lots with park strip landscaping, streets, streetlights and sidewalks and a pond. The Project site will also be annexed into the City of Visalia.

The SSJVIC reported that two previous cultural resource investigations have been conducted within the Project area and no cultural resources were recorded within the Project area. Taylored Archaeology reviewed the two cultural resource investigations (TU-00041 and TU-01190) - both are literature reviews and are not surveys of the Project area. The SSJVIC identified five previous investigations and two recorded historical resources within a 0.5-mile radius of the Project boundary: 3431 S. Shirk Street, a rural residential home (P-54-005058) and 6440 W. Cadwell Avenue, a rural residential home (P-54-005059).

The NAHC stated a search of its Sacred Lands File was negative. Local tribes were previously contacted by the City of Visalia under AB 52. The pedestrian survey of the Project site did not identify any prehistoric resources on the ground surface. However, a segment of the South Fork Persian Ditch was identified and recorded on DPR forms but was not formally evaluated for significance and eligibility for listing in the National Register of Historic Places or California Register of Historical Resources. According to the Project description, the ditch will remain open in its present condition with only a single bridge crossing the ditch within the Project boundary. Because the Project proposes no substantial change to the ditch, there is no expected adverse change to this historical resource.

In the event that previously unidentified archaeological remains are encountered during development or ground-moving activities in the Project area, all work should be halted until a qualified archaeologist can identify the discovery and assess its significance. In the event of accidental discovery of unidentified archaeological remains during development or ground-moving activities in the Project area, all work shall be halted in the immediate vicinity (within a 100-foot radius) until a qualified archaeologist can identify the discovery and assess its significance.

If human remains are uncovered during construction, the Tulare County Coroner is to be notified to investigate the remains and arrange proper treatment and disposition. If the remains are identified on the basis of archaeological context, age, cultural associations, or biological traits to be those of a Native American, California Health and Safety Code 7050.5 and PRC 5097.98 require that the coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will be afforded an opportunity to make recommendations regarding the treatment and disposition of the remains.

6
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APPENDIX A

Personnel Qualifications

Consuelo Sauls, M.A., RPA 41591505
Archaeologist
csaulsarchaeo@gmail.com
559.797.1572

Areas of Expertise

- Prehistoric archaeology
- Rock art recordation and analysis
- Laboratory management

Years of Experience

- 12

Education

- M.A., Archaeology, University of Durham, 2014
- B.A., Anthropology, California State University, Fresno, 2009

Registrations/Certifications

- Registered Professional Archaeologist 41591505

Professional Affiliations

- Coalition for Diversity in California Archaeology
- Society for American Archaeology
- Society for California Archaeology
- Society of Black Archaeologists

Professional Experience

2019 – 2022	Principal Investigator, Taylored Archaeology, Fresno, California
2018 – 2019	Staff Archaeologist, Applied EarthWorks, Inc., Fresno, California
2016 – 2018	Principal Investigator, Soar Environmental Consulting, Inc., Fresno, California
2015	Archivist/Database Technician, Development and Conservation Management, Inc., Laguna Beach, California
2013	Laboratory Research Assistant, Durham University Archaeology Department and Archaeology Museum, Durham, England, UK
2011 – 2012	Laboratory Technician (volunteer), University of Pennsylvania Museum of Archaeology and Anthropology, Philadelphia, Pennsylvania
2008 – 2009	Laboratory Technician (intern), California State University, Fresno
2008	Field School, California State University, Fresno

Technical Qualifications

Ms. Sauls meets the Secretary of the Interior's Professional Qualification Standards as an archaeologist. She has conducted pedestrian surveys, supervised Extended Phase I survey, authored technical reports, and completed the Section 106 process with the State Historic Preservation Officer and Tribal Historic Preservation Officer. Her experience includes data recovery excavation at Western Mono sites and processing recovered artifacts in the laboratory as well as conducting archival research about prehistory and ethnography of Central California. Ms. Sauls has authored and contributed to technical and letter reports in compliance with of the National Historical Preservation Act (NHPA) Section 106 and the California Environmental Quality Act (CEQA). She also has supported NHPA tribal consultation and responded to Assembly Bill 52 tribal comments. Ms. Sauls also has an extensive background supervising laboratory processing, cataloging, and conservation of prehistoric and historical archaeological collections. In addition, she worked with the Rock Art Heritage Group in the management, preservation, and presentation of rock art in museums throughout England, including a thorough analysis of the British Museum's rock art collections. At Durham University Archaeology Museum, Ms. Sauls processed the excavated skeletal remains of 30 individuals from the seventeenth century

APPENDIX B

Records Search Results

California Historical Resources Information System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

6/1/2022

Consuelo Sauls
Taylored Archaeology
6083 N. Figarden Drive, Suite 616
Fresno, CA 93722

Re: Barr-Wood Project
Records Search File No.: 22-214

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Visalia USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

Resources within project area:	None
Resources within 0.5 mile radius:	P-54-005058, 005059
Reports within project area:	TU-00041, 01190
Reports within 0.5 mile radius:	TU-00246, 00247, 01395, 01546, 01659

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☐ enclosed	☐ not requested	☒ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see https://www.slc.ca.gov/shipwrecks/

Soil Survey Maps: Not available at SSJVIC; please see http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Celeste M. Thomson
Coordinator

APPENDIX C

Native American Outreach

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710

July 6, 2022

Consuelo Sauls
Taylored Archeology

Via Email to: csaulsarchaeo@gmail.com

Re: Barr-Wood Tentative Subdivision Map Project, Tulare County

Dear Mr. Sauls:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cameron.Vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Tulare County
7/6/2022

Big Sandy Rancheria of Western Mono Indians
Elizabeth Kipp, Chairperson
P.O. Box 337
Auberry, CA, 93602
Phone: (559) 374 - 0066
Fax: (559) 374-0055
lkipp@bsrnation.com
Western Mono

Dunlap Band of Mono Indians
Benjamin Charley, Chairman
P. O. Box 14
Dunlap, CA, 93621
Phone: (559) 338 - 2545
ben.charley@yahoo.com
Mono

Dunlap Band of Mono Indians
Dirk Charley, Tribal Secretary
5509 E. Mckenzie Avenue
Fresno, CA, 93727
Phone: (559) 554 - 5433
dcharley2016@gmail.com
Mono

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA, 93240
Phone: (760) 378 - 2915
bbutterbredt@gmail.com
Kawaiisu
Tubatulabal
Koso

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella, CA, 93240
Phone: (661) 340 - 0032
Kawaiisu
Tubatulabal
Koso

Kern Valley Indian Community
Brandy Kendricks,
30741 Foxridge Court
Tehachapi, CA, 93561
Phone: (661) 821 - 1733
krazykendricks@hotmail.com
Kawaiisu
Tubatulabal
Koso

North Fork Mono Tribe
Ron Goode, Chairperson
13396 Tollhouse Road
Clovis, CA, 93619
Phone: (559) 299 - 3729
rwgoode911@hotmail.com
Mono

Santa Rosa Rancheria Tachi Yokut Tribe
Leo Sisco, Chairperson
P.O. Box 8
Lemoore, CA, 93245
Phone: (559) 924 - 1278
Fax: (559) 924-3583
Southern Valley Yokut

Tubatulabals of Kern Valley
Robert Gomez, Chairperson
P.O. Box 226
Lake Isabella, CA, 93240
Phone: (760) 379 - 4590
Fax: (760) 379-4592
Tubatulabal

Tule River Indian Tribe
Kerri Vera, Environmental Department
P. O. Box 589
Porterville, CA, 93258
Phone: (559) 783 - 8892
Fax: (559) 783-8932
kerri.vera@tulerivertribe-nsn.gov
Yokut

Tule River Indian Tribe
Joey Garfield, Tribal Archaeologist
P. O. Box 589
Porterville, CA, 93258
Phone: (559) 783 - 8892
Fax: (559) 783-8932
joey.garfield@tulerivertribe-nsn.gov
Yokut

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov
Yokut

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com
Foothill Yokut
Mono

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Barr-Wood Tentative Subdivision Map Project, Tulare County.

Appendix D

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	960	0.367	4896.50	680.6135	
Site Preparation	Graders	0	8	187	0.41	0	0.367	0.00	0	
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37	1280	0.408	2636.54	366.4797	7533.04
Grading	Excavators	2	8	158	0.38	1760	0.367	5455.20	758.2732	
Grading	Graders	1	8	187	0.41	880	0.367	3483.10	484.1506	33057.81
Grading	Rubber Tired Dozers	1	8	247	0.4	880	0.367	4488.46	623.8957	
Grading	Scrapers	2	8	367	0.48	1760	0.367	16005.80	2224.807	
Grading	Tractors/Loaders/Backhoes	2	8	97	0.37	1760	0.408	3625.25	503.9095	
Building Construction	Cranes	1	7	231	0.29	7770	0.367	26871.29	3735.11	144328.96
Building Construction	Forklifts	3	8	89	0.2	26640	0.408	27214.85	3782.864	
Building Construction	Generator Sets	1	8	84	0.74	8880	0.408	31679.30	4403.423	
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37	23310	0.408	48013.94	6673.938	
Building Construction	Welders	1	8	46	0.45	8880	0.408	10549.57	1466.391	
Paving	Pavers	2	8	130	0.42	1200	0.367	3382.45	470.1606	8419.96
Paving	Paving Equipment	2	8	132	0.36	1200	0.367	2943.85	409.1947	
Paving	Rollers	2	8	80	0.38	1200	0.408	2093.66	291.019	
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	450	0.408	966.94	134.4048	
Total								194306.72	27008.63	

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	1/1/2023	2/24/2023	5	40
3	Grading	Grading	2/25/2023	7/28/2023	5	110
4	Building Construction	Building Construction	7/29/2023	10/29/2027	5	1110
5	Paving	Paving	10/30/2027	2/11/2028	5	75
6	Architectural Coating	Architectural Coating	2/12/2028	5/26/2028	5	75

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	0.0	0	0
Site Preparation	18	10.8	194.4	29.23	6.7	40	266.0	30.8832	7799
Grading	20	10.8	216	29.23	7.4	110	812.9	94.36532	33871
Building Construction	49	10.8	529.2	29.23	18.1	1110	20096.2	2332.968	164425
Paving	15	10.8	162	29.23	5.5	75	415.7	48.25499	8836
Architectural Coating	10	10.8	108	29.23	3.7	75	277.1	32.17	1244
Total	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**1410**	**21867.9**	**2538.642**	**216175**

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	15	7.3	109.5	8.43	13.0	1110	14418.14947	2004.123

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

14418.14947

	Vehicle Class	Fleet Mix	2024 MPG Factor (EMFAC2017)	Average MPG Factor
Assumed Vehicle Fleet for Workers	LDA	33%	33.24	
	LDT1	33%	28.07	
	LDT2	33%	26.38	29.23
Assumed Vehicle Fleet for Vendor Trips	MHD	50%	9.74	
	HHD	50%	7.12	8.43

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)	2,771,614

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%	1445673.9	100%	0%	1443022.73	2651.13	28.92	42.70	49890.6	62.1	5800.4
LDT1	21.00%	582038.9	100%	0%	581823.73	215.21	23.79	24.66	24461.6	8.7	2841.0
LDT2	17.00%	471174.4	100%	0%	469654.18	1520.20	23.27	32.65	20186.9	46.6	2350.0
MDV	6.00%	166296.8	98%	2%	163666.19	2630.65	18.87	23.72	8674.5	110.9	1022.4
LHD1	0.08%	2217.3	50%	50%	1106.38	1110.91	9.67	15.77	114.4	70.4	23.1
LHD2	0.09%	2494.5	27%	73%	675.23	1819.22	8.58	13.15	78.7	138.4	28.4
MHD	0.76%	21064.3	18%	82%	3760.23	17304.03	4.80	8.78	783.4	1970.6	364.9
HHD	2.00%	55432.3	0%	100%	12.18	55420.10	3.37	6.22	3.6	8914.8	1239.6
OBUS	0.00%	0.0	63%	37%	0.00	0.00	4.79	6.96	0.0	0.0	0.0
UBUS	0.43%	11917.9	64%	36%	7682.51	4235.43	8.41	12.12	913.6	349.3	154.6
MCY	0.25%	6929.0	100%	0%	6929.04	0.00	40.47	NA	171.2	0.0	19.9
SBUS	0.01%	277.2	38%	62%	105.21	171.95	9.83	8.13	10.7	21.2	4.2
MH	0.22%	6097.6	65%	35%	3982.07	2115.48	4.41	9.39	902.2	225.2	136.0
Total	**100.00%**	**2771614.0**			**2682419.69**	**89194.31**	**14.55**		**106191**	**11918**	**13984.4**

Fleet Characteristics

23.5

Source: EMFAC 2021 (v1.0.1) Emissions Inventory
Region Type: County
Region: Tulare County
Calendar Year: 2028
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	2025	HHDT	Aggregated	Aggregated	GAS	2	164	36	0.0486	49	3.37
Tulare County	2025	LDA	Aggregated	Aggregated	GAS	62800	2580000	292000	89.2	89200	28.92
Tulare County	2025	LDT1	Aggregated	Aggregated	GAS	5590	186000	24100	7.82	7820	23.79
Tulare County	2025	LDT2	Aggregated	Aggregated	GAS	29000	1140000	135000	49	49000	23.27
Tulare County	2025	LHDT1	Aggregated	Aggregated	GAS	2670	97700	39800	10.1	10100	9.67
Tulare County	2025	LHDT2	Aggregated	Aggregated	GAS	336	12100	5010	1.41	1410	8.58
Tulare County	2025	MCY	Aggregated	Aggregated	GAS	3370	19100	6750	0.472	472	40.47
Tulare County	2025	MDV	Aggregated	Aggregated	GAS	27500	983000	125000	52.1	52100	18.87
Tulare County	2025	MH	Aggregated	Aggregated	GAS	356	3200	36	0.725	725	4.41
Tulare County	2025	MHDT	Aggregated	Aggregated	GAS	176	10800	3520	2.25	2250	4.80
Tulare County	2025	OBUS	Aggregated	Aggregated	GAS	73	3870	1460	0.808	808	4.79
Tulare County	2025	SBUS	Aggregated	Aggregated	GAS	28	1750	110	0.178	178	9.83
Tulare County	2025	UBUS	Aggregated	Aggregated	GAS	12	497	47	0.0591	59	8.41

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	2025	HHDT	Aggregated	Aggregated	DSL	4890	746000	88700	120	120000	6.22
Tulare County	2025	LDA	Aggregated	Aggregated	DSL	159	4740	658	0.111	111	42.70
Tulare County	2025	LDT1	Aggregated	Aggregated	DSL	4	69	12	0.00279	3	24.66
Tulare County	2025	LDT2	Aggregated	Aggregated	DSL	88	3690	422	0.113	113	32.65
Tulare County	2025	LHDT1	Aggregated	Aggregated	DSL	2760	98100	34700	6.22	6220	15.77
Tulare County	2025	LHDT2	Aggregated	Aggregated	DSL	871	32600	11000	2.48	2480	13.15
Tulare County	2025	MDV	Aggregated	Aggregated	DSL	424	15800	1950	0.666	666	23.72
Tulare County	2025	MH	Aggregated	Aggregated	DSL	196	1700	20	0.181	181	9.39
Tulare County	2025	MHDT	Aggregated	Aggregated	DSL	1060	49700	12400	5.66	5660	8.78
Tulare County	2025	OBUS	Aggregated	Aggregated	DSL	32	2240	390	0.322	322	6.96
Tulare County	2025	SBUS	Aggregated	Aggregated	DSL	135	2860	1950	0.352	352	8.13
Tulare County	2025	UBUS	Aggregated	Aggregated	DSL	3	274	14	0.0226	23	12.12

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 E

VMT Analysis Results

August 31, 2022

Ms. Leslie Blair, PE
City of Visalia
315 E. Acequia Avenue
Visalia, CA 93291

Subject: Response to City Comments to Trip Generation Estimate and Phasing Analysis for Barr & Wood Subdivision, dated May 10, 2022

Dear Ms. Blair,

The letter is in response to City comments to the Trip Generation Estimate and Phasing Analysis for Barr & Wood Subdivision, dated May 10, 2022. The City commented:

> *The information provided shall address intersection impacts (ex. Roeben at Walnut), circulation impacts, and justify the proposed phasing of off-site improvements.*
>
> *4Creeks provided trip generation information and construction phasing. They are proposing not to connect Whitendale to Shirk for Phase I. They plan for the development to obtain access off of Roeben; hence, no need to build out Whitendale to connect to Shirk for Phase I. The City had requested that intersection impacts (ex. Roeben and Walnut), circulation impacts, etc. created from this phased approach be addressed. The City wants to know what the traffic impacts will be on the surrounding network caused by not connecting Whitendale between Shirk and Roeben. This traffic information was not included, and needs to be provided.*

Per Table 1 below and as provided in the original May 10, 2022 letter, the project will generate approximately 1,339 daily trips, including 99 AM peak hour trips (26 inbound, 73 outbound) and 133 PM peak hour trips (84 inbound, 49 outbound). The City of Visalia's Procedures for Traffic Impact Analysis (TIA), March 2021, indicates residential developments generating less than 200 peak hour trips do not require a TIA. Therefore, as per the City's TIA guidelines, it is anticipated the project will not require a TIA.

TABLE 1: PROPOSED PROJECT TRIP GENERATION

Single-Family Detached Housing (ITE Code 210) - Project Phase	Total Units	Daily*	AM Peak Hour*				PM Peak Hour*			
		Trips	% In:Out	In	Out	Total	% In:Out	In	Out	Total
Phase 1	43	464	26:74	9	26	35	63:37	28	17	45
Phase 2 (add 46 units)	89	906	26:74	17	50	67	63:37	56	33	89
Phase 3 (add 47 units)	136	1,339	26:74	26	73	99	63:37	84	49	133
Total Project	**136**	**1,339**	**26:74**	**26**	**73**	**99**	**63:37**	**84**	**49**	**133**

*Regression equations used based on procedure in Trip Generation Handbook, 3rd Edition, September 2017

Whitendale Avenue does not currently exist between Shirk Road and Roeben Street. Phase 1 of the project is expected to generate approximately 464 daily trips, including 35 AM peak hour trips (9 inbound, 26 outbound) and 45 PM peak hour trips (28 inbound, 17 outbound). The number of trips generated

during both the AM and PM peak hours for Phase 1 are significantly less than the total project and less than the City's TIA guidelines that would require additional analysis.

Given that Whitendale Avenue does not currently exist, that few trips will be generated during Phase 1, and that the City's TIA guidelines do not require analysis for residential projects generating less than 200 peak hour trips, it is not anticipated that there will be any significant impact to adjacent intersections during Phase 1 or that additional analysis should be required.

Should you have any questions or if 4Creeks can be of further assistance, please do not hesitate to call me or David Duda at (559) 802-3052.

Sincerely,



Lisa M. Wallis-Dutra, PE, TE, PTOE, RSP_1
Sr. Traffic Engineer

Cc: David Duda, AICP

May 10, 2022

Ms. Leslie Blair, PE
City of Visalia
315 E. Acequia Avenue
Visalia, CA 93291

Subject: Trip Generation Estimate and Phasing Analysis for Barr & Wood Subdivision

Dear Mr. Smith,

4Creeks, Inc. is pleased to provide this trip generation estimate and phasing analysis for the proposed Barr & Wood Subdivision in Visalia, California. The project area is approximately 69.35 acres of vacant land between Shirk Road (Road 92) and Roeben Street north of the Whitendale Avenue alignment on APN 119-022-041. The property is zoned as R-1-20 Prezone, Very Low Density Residential, and is planned as a 136-lot residential subdivision.

The project is proposed to be constructed in three (3) phases, as shown on the attached Phasing Plan. Phase 1 consists of 45 lots located at the southeast section of the property. Two (2) of the 45 lots will be used as a temporary stormwater basin during Phase 1; therefore, 43 single-family homes will be constructed in Phase 1. Phase 2 consists of 44 lots located at the southwest section of the property. The two (2) lots that were used as a temporary stormwater basin during Phase 1 will be used to construct residences during Phase 2. Therefore, an additional 45 single-family homes will be constructed during Phase 2. Phase 3 will construct an additional 47 single-family residences located on the northern section of the property.

Trip Generation

Estimated trip generation was determined for daily, AM peak hour, and PM peak hour for the proposed project, as well as those generated at the completion of each phase of the project. The estimated trip generation for each was based on published trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. 4Creeks used trip generation rates for the ITE land use Single-Family Detached Housing (ITE Code 210). Regression equations to determine trip estimates were used instead of the average rates based on procedures established in the ITE Trip Generation Handbook, 3rd Edition, September 2017.

Table 1 shows the estimated trips generated for the proposed project, as well as the trips generated at the completion of each phase of the project. Phase 1 is expected to generate approximately 464 daily trips, including 35 AM peak hour trips (9 inbound, 26 outbound) and 45 PM peak hour trips (28 inbound, 17 outbound). The completion of Phase 2 is expected to generate approximately 906 daily trips, including 67 AM peak hour trips (17 inbound, 50 outbound) and 89 PM peak hour trips (56 inbound, 33 outbound). Phase 3 completes the project and is expected to generate approximately 1,339 daily trips, including 99 AM peak hour trips (26 inbound, 73 outbound) and 133 PM peak hour trips (84 inbound, 49 outbound).

TABLE 1: PROPOSED PROJECT TRIP GENERATION

Single-Family Detached Housing (ITE Code 210) - Project Phase	Total Units	Daily*	AM Peak Hour*				PM Peak Hour*			
		Trips	% In:Out	In	Out	Total	% In:Out	In	Out	Total
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Phase 3 (add 47 units)	136	1,339	26:74	26	73	99	63:37	84	49	133
Total Project	**136**	**1,339**	**26:74**	**26**	**73**	**99**	**63:37**	**84**	**49**	**133**

*Regression equations used based on procedure in Trip Generation Handbook, 3rd Edition, September 2017

The City of Visalia's Procedures for Traffic Impact Analysis (TIA), March 2021, indicates residential developments generating less than 200 peak hour trips do not require a TIA. Therefore, as per the City's TIA guidelines, it is anticipated the project will not require a TIA.

Construction Phasing

As previously indicated, the project will be constructed in three (3) phases as shown on the attached Phasing Plan. Phase 1 is the southeast section of the property on the west side of Roeben Street north of Whitendale Avenue. During Phase 1, Roeben Street will be constructed to its full width north along the property's frontage. Whitendale Avenue will also be constructed to the two-third roadway width requirements along the project's frontage to the west property line of lot 24 (approximately 1,625-feet west of Roeben Street) during Phase 1. These improvements will allow access into Phase 1 of the subdivision from Roeben Street at Evergreen Court. Temporary emergency access will also be provided from Whitendale Avenue through lot 24 as shown on the Phasing Plan.

There will be 89 total residences constructed through Phase 2 which covers the southern portion of the property. The two (2) lots used as a temporary stormwater basin during Phase 1 will be used to construct residences during Phase 2. The remaining roadway requirements for the project will be constructed during Phase 2. These include constructing the two-third roadway width requirements along the project's Shirk Road frontage. It also includes constructing the continuation of the two-third roadway width requirement on Whitendale Avenue to Shirk Road. Therefore, all 89 residences will have access from both Roeben Street and Shirk Road with Phase 2.

Phase 1 provides access for the initial 43 residences from Roeben Street with temporary emergency access from Whitendale Avenue. Phase 2 provides access to 89 residences from Shirk Road and Roeben Street. Phase 2 completes the adjacent roadway requirements; therefore, the same access will be used during Phase 3. No access will be provided from Whitendale Avenue during Phases 2 or 3.

Should you have any questions or if 4Creeks can be of further assistance, please do not hesitate to call me or David Duda at (559) 802-3052.

Sincerely,

Lisa M. Wallis-Dutra, PE, TE, PTOE, RSP$_1$
Sr. Traffic Engineer

Cc: David Duda, AICP

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

June 21, 2023

City of Visalia
Planning Division
315 E. Acequia Avenue
Visalia, CA 93291

Project: Mitigated Negative Declaration for Barr-Wood Subdivision

District CEQA Reference No: 20230521

To Whom It May Concern:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Mitigated Negative Declaration (MND) from the City of Visalia (City) for the Barr-Wood Subdivision. Per the MND, the project consists of the construction of 136 low-density single family homes (Project). The Project is located west of South Roeben Street and East of South Shirk Road in Visalia, CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI): https://www.valleyair.org/transportation/GAMAQI.pdf.

1a) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

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design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

2) Health Risk Screening/Assessment

The MND states "*The project does not include any project components identified by the California Air Resources Board that could potentially impact any sensitive receptors. These include heavily traveled roads, distribution centers, fueling stations, and dry-cleaning operations. The project would not expose sensitive receptors to substantial pollutant concentrations*."

Although the Project does not include heavily traveled roads, distribution centers, fueling stations, and dry-cleaning operations, the Project's potential health risk impact to sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area should be evaluated by the City and any potentially significant risk should be mitigated to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here: http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

3) Vegetative Barriers and Urban Greening

There are residential units located north and west of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

5) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about

District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

5a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

5b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receives a project-level discretionary approval from a public agency and will equal or exceed 50 dwelling units of residential development.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. Currently for this Project, the District received an AIA application (ISR project #20220304).

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at:
http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

5c) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at:
http://www.valleyair.org/rules/currntrules/r4601.pdf

5d) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

5e) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at: http://valleyair.org/rule4901/

5f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

6) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

April 4, 2022

Site Plan Review No. 2020-193-F:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **March 23, 2022**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official, and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Paul Bernal
Community Development Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Planning Division

Tel: (559) 713-4359; Fax: (559) 713-4814

MEETING DATE March 23, 2022

SITE PLAN NO. 2020-193 – F

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 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☒ CITY COUNCIL - ANX

☒ PLANNING COMMISSION

☒ ANX, TSM, TPM, CUP

☐ HISTORIC PRESERVATION

☐ REDEVELOPMENT

☐ PARK/RECREATION

☒ OTHER – LAFCO

☒ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440

Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443
Date: March 23, 2022

SITE PLAN NO:	2020-193 - F
PROJECT:	Barr & Wood Tentative Subdivision Map
DESCRIPTION:	Proposing to divide a 69.35-acre site into 139 single-family residential parcels (X)
APPLICANT:	DAVID DUDA
PROP. OWNER:	BARR & WOOD RANCH
LOCATION TITLE:	WEST OF ROEBEN, WHITTENDALE, EAST OF SHIRK
APN TITLE:	119-022-041
GENERAL PLAN:	Residential Very Low Density
ZONING:	(X) Not within City Limits

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Annexation
- Tentative Subdivision Map
- Tentative Parcel Map
- Conditional Use Permit/Planned Residential Development
- Initial Study / Mitigated Negative Declaration
- Indemnity Agreement
- Tribal Consultation under AB 52
- Building Permits
- Additional information as needed.

PROJECT SPECIFIC INFORMATION: March 23, 2022

1. The Tier II Urban Growth Development Boundary has been opened by the Visalia City Council, allowing for expansion in Tier II areas, including the project site.
2. Annexation of the project site into the Visalia City Limits is required, with pre-zoning to R-1-20 (Single Family Residential, 20,000 sq. ft. minimum site area);
3. A Tentative Subdivision Map shall be required;
4. A Tentative Parcel Map shall be required for division of the parcel along phase lines.
5. A Conditional Use Permit/Planned Residential Development (CUP/PRD) to permit smaller lot sizes, lot widths, reduced side yard setbacks, and streets/right of way areas not meeting minimum development standards.
6. A project narrative shall be submitted with the CUP/PRD describing and depicting the development plan for the project. This shall include building/fencing/wall elevations, model footprints, and descriptions of the deviations requested, providing justification for their necessity. The project narrative shall also detail and depict all amenities and benefits to the public to be provided.
7. The locations of all proposed fencing/walls shall be provided on the site plan. As mentioned in the comment above, fencing/wall elevations shall be provided with the project submittal.
8. A detail shall be provided depicting proposed setbacks for irregularly shaped lots created by the subdivision, in particular Lot 21.
9. A Vehicles Miles Traveled (VMT) Analysis shall be provided, or evidence submitted verifying that the project is exempt from this requirement.
10. A CEQA Initial Study and environmental determination (likely a Mitigated Negative Declaration) shall be required. If the applicant elects to conduct the environmental review, staff shall review and approve the document and accompanying studies prior to circulation.

11. The applicant shall enter into an Indemnity Agreement with the City of Visalia for the CEQA document.
12. Tribal consultation per AB 52 shall be required. As a part of the AB 52 process, the record searches from both the California Native American Heritage Commission (NAHC) and the California Historical Resources Information System (CHRIS) shall be conducted. It is also highly recommended that a Cultural Resource Study be conducted.
13. A Phasing Plan shall be provided. The Phasing Plan shall identify what off-site improvements will be conducted with each phase. Note that Phase II of the development must include improvements for Shirk Avenue and the portions of Whitendale Avenue not improved in Phase I.
14. Proposed landscaping shall be depicted on the site plan.
15. The location of onsite lighting shall be depicted on the site plan.
16. The site plan shall depict how far west the block walls will travel along the northern property boundary of Lot 22, and the southern boundary of Lot 21.
17. Provide information on any proposed signage onsite.
18. Comply with the requirements of the Engineering Division for design and alignment of all adjacent right of way areas. All revisions required by the Engineering Division shall be included in the discretionary permit application submittal.
19. Traffic generation information shall be provided for review by the City Traffic Engineer. The information provided shall address intersection impacts and justify the proposed phasing of off-site improvements.
20. The applicant shall contact Persian Ditch staff to obtain comment on the project: James Silva, 559-805-3817.
21. For the "Internal Loop Street and Path" street cross section, please include the curb on the left side. It appears to be missing from the depiction.
22. See previous comments.

PROJECT SPECIFIC INFORMATION: March 9, 2022

1. The Tier II Urban Growth Development Boundary has been opened by the Visalia City Council, allowing for expansion in Tier II areas, including the project site.
2. Annexation of the project site into the Visalia City Limits is required, with pre-zoning to R-1-20 (Single Family Residential, 20,000 sq. ft. minimum site area);
3. A Tentative Subdivision Map shall be required;
4. A Conditional Use Permit/Planned Residential Development (CUP/PRD) to permit smaller lot sizes, lot widths, reduced side yard setbacks, and streets/right of way areas not meeting minimum standards.
5. A project narrative shall be submitted with the CUP/PRD describing the deviations requested, providing justification for their necessity, and detailing amenities and benefits to the public to be provided. Amenities and benefits shall be depicted on the site plan.
6. The locations of any proposed fencing shall be provided on the site plan. Information on the heights and appearance of fencing shall also be provided.
7. Setbacks shall be provided for the proposed unit on Lot 21.
8. A Vehicles Miles Traveled (VMT) Analysis shall be required;
9. A CEQA Initial Study and environmental determination (likely a Mitigated Negative Declaration) shall be required. This shall be conducted by City staff;
10. Enter into an Indemnity Agreement with the City for the CEQA document.
11. Tribal consultation per AB 52 shall be required. As a part of the AB 52 process, the record searches from both the California Native American Heritage Commission (NAHC) and the California Historical Resources Information System (CHRIS) shall be conducted;
12. A Phasing Plan shall be provided;
13. The applicant shall provide building elevations, layouts, and model information for the dwelling units to be placed within the subdivision;
14. A landscape plan shall be provided;
15. The location of onsite lighting shall be provided;

16. Depict how far west the block wall will travel along the northern property boundary of Lot 22, and the southern boundary of Lot 21.
17. Provide information on any proposed signage onsite.
18. Comply with the requirements of the Engineering Division for design and alignment of all adjacent right of way areas. In particular the applicant shall consult with City staff for the alignment of Whitendale Avenue.
19. Traffic generation information shall be provided for review by the City Traffic Engineer.
20. The service road for the Persian Ditch shall be at minimum 12 feet wide.
21. The applicant shall contact Persian Ditch staff to obtain comment on the project: James Silva, 559-805-3817.

PROJECT SPECIFIC INFORMATION: February 9, 2022

1. The Tier II Urban Growth Development Boundary has been opened by the Visalia City Council, allowing for expansion in Tier II areas, including the project site.
2. Annexation of the project site into the Visalia City Limits is required, with pre-zoning to R-1-20 (Single Family Residential, 20,000 sq. ft. minimum site area);
3. A Tentative Subdivision Map shall be required;
4. A Conditional Use Permit/Planned Residential Development (CUP/PRD) to permit smaller lot sizes, lot widths, reduced side yard setbacks, and streets/right of way areas not meeting minimum standards.
5. A project narrative shall be submitted with the CUP/PRD describing the deviations requested, providing justification for their necessity, and detailing amenities and benefits to the public to be provided. Amenities and benefits shall be depicted on the site plan.
6. The locations of any proposed fencing shall be provided on the site plan. Information on the heights and appearance of fencing shall also be provided.
7. Setbacks shall be provided for the proposed unit on Lot 21.
8. A Vehicles Miles Traveled (VMT) Analysis shall be required;
9. A CEQA Initial Study and environmental determination (likely a Mitigated Negative Declaration) shall be required. This shall be conducted by City staff;
10. Enter into an Indemnity Agreement with the City for the CEQA document.
11. Tribal consultation per AB 52 shall be required. As a part of the AB 52 process, the record searches from both the California Native American Heritage Commission (NAHC) and the California Historical Resources Information System (CHRIS) shall be conducted;
12. A Phasing Plan shall be provided;
13. The applicant shall provide building elevations, layouts, and model information for the dwelling units to be placed within the subdivision;
14. A landscape plan shall be provided;
15. The location of onsite lighting shall be provided;
16. Depict how far west the block wall will travel along the northern property boundary of Lot 22, and the southern boundary of Lot 21.
17. Provide information on any proposed signage onsite.
18. Comply with the requirements of the Engineering Division for design and alignment of all adjacent right of way areas. In particular the applicant shall consult with City staff for the alignment of Whitendale Avenue.
19. Traffic generation information shall be provided for review by the City Traffic Engineer.
20. The service road for the Persian Ditch shall be at minimum 12 feet wide.
21. The applicant shall contact Persian Ditch staff to obtain comment on the project: James Silva, 559-805-3817.

PROJECT SPECIFIC INFORMATION: June 23, 2021

1. The project site is located outside of Visalia City Limits, within Growth Tier Boundary II. Development of the proposal cannot occur on the project site until General Plan thresholds are met and processes are conducted to open development into Tier II. Note that on July 19, 2021, staff will be discussing the meeting of Tier II thresholds with the Visalia City Council.

2. The items listed below will be required for development of the proposal upon the opening of Tier II. Items shall be provided as much as possible in the Site Plan Review resubmittal:
3. Annexation of the project site into the Visalia City Limits, with pre-zoning to R-1-20 (Single Family Residential, 20,000 sq. ft. minimum site area);
4. A Tentative Subdivision Map shall be required;
5. A Conditional Use Permit/Planned Residential Development (CUP/PRD) to permit smaller lot sizes, lot widths, reduced side yard setbacks, and streets/right of way areas not meeting minimum standards. A project narrative shall be submitted with the CUP/PRD describing the deviations requested, providing justification for their necessity, and detailing amenities and benefits to the public to be provided. Amenities and benefits shall be depicted on the site plan;
6. A Vehicles Miles Traveled (VMT) Analysis shall be required;
7. A CEQA Initial Study and environmental determination (likely a Mitigated Negative Declaration) shall be required. This shall be conducted by City staff;
8. Enter into an Indemnity Agreement with the City for the CEQA document.
9. Tribal consultation per AB 52 shall be required. As a part of the AB 52 process, the record searches from both the California Native American Heritage Commission (NAHC) and the California Historical Resources Information System (CHRIS) shall be conducted;
10. A Phasing Plan shall be provided;
11. The applicant shall provide building elevations, layouts, and model information for the dwelling units to be placed within the subdivision;
12. Provide details for the entry gates and any other fencing proposed, including height information, and location information on Lot 128;
13. A landscape plan shall be provided;
14. The location of onsite lighting shall be provided;
15. Provide additional cross sections and development information for the existing ditch, the 20 ft. wide exit street to Whitendale Avenue, and all adjacent public streets, as requested by the Engineering Division;
16. Provide additional design information for Lots I and J and the open space area, showing any proposed amenities;
17. For Lot 137 provide information detailing how far west the block wall will travel along the northern property boundary;
18. For Lot 127 provide information on how a residence will be situated onsite, the location of the proposed driveway, and where any block walls will lay;
19. Provide information on any proposed signage onsite.
20. It is recommended that the applicant reconfigure portions of the subdivision so that Lots 5, 9, 26, and 62 abut less than four parcels.
21. See comments from the Engineering Division.
22. See comments from the Fire Department.
23. Note that guest parking areas will no longer be required for this proposal.

PROJECT SPECIFIC INFORMATION: December 30, 2020

1. The project site is located outside of Visalia City Limits, within Growth Tier Boundary II. Development of the proposal cannot occur on the project site until General Plan thresholds are met and processes are conducted to open development into Tier II. The items listed below will be required for development of the proposal upon the opening of Tier II. Items shall be provided as much as possible in the Site Plan Review resubmittal:
2. Annexation of the project site into the Visalia City Limits, with pre-zoning to R-1-20 (Single Family Residential, 20,000 sq. ft. minimum site area);
3. A Tentative Subdivision Map shall be required;
4. A Conditional Use Permit/Planned Residential Development (CUP/PRD) to permit smaller lot sizes, lot widths, reduced side yard setbacks, and streets/right of way areas not meeting minimum standards. A project narrative shall be submitted with the CUP/PRD describing the deviations requested, providing justification for their necessity, and detailing amenities and benefits to the public to be provided. Amenities and benefits shall be depicted on the site plan;

5. A Vehicles Miles Traveled (VMT) Analysis shall be required;
6. A CEQA Initial Study and environmental determination (likely a Mitigated Negative Declaration) shall be required. This shall be conducted by City staff;
7. Tribal consultation per AB 52 shall be required. As a part of the AB 52 process, the record searches from both the California Native American Heritage Commission (NAHC) and the California Historical Resources Information System (CHRIS) shall be conducted;
8. A Phasing Plan shall be provided;
9. The applicant shall provide building elevations, layouts, and model information for the dwelling units to be placed within the subdivision;
10. Details for the entry gate fencing and block walls proposed shall be provided;
11. A landscape plan shall be provided;
12. Proposed onsite lighting shall be provided;
13. If the private roads will restrict on-street parking to one side, separate guest parking areas shall be provided throughout the subdivision and shall be shown on the site plan.
14. Provide additional cross sections and development information for the existing ditch, 20 ft. wide exit street to Whitendale Avenue, and adjacent public streets shall be provided, as required by the Engineering Division;
15. Provide information on any proposed signage onsite.
16. Design modifications to the subdivision are recommended as follows:
17. It is recommended that a 2nd ring road be provided within the interior of the subdivision so that lots can face the park as recommended by General Plan guidelines for pocket parks. It will also allow the park to retain a more conventional shape;
18. It is also recommended that Lots 131 – 139 and the Park/OS lot be reconfigured to remove the cul-de-sac and locate four lots each above and below the east/west street. This will allow for the southerly extension of Jacques Street. If not supported, it is recommended that alternate designs be drafted to place a turnaround at the stub of Jacques Street;
19. It is recommended that the proposed trail system extend throughout the subdivision, in particular eastward along the east/west street, terminating at Roeben Street.
20. It is recommended that the Park/OS lot be converted into a residential lot. If it is to remain as a park, its use shall be further described and depicted in the Site Plan Review resubmittal.
21. It is recommended that the applicant reconfigure portions of the subdivision so that Lots 8, 25, 37, and 62 abut less than four parcels.
22. See comments from the Engineering Division.

PROJECT SPECIFIC INFORMATION: November 25, 2020

1. The proposed is considered premature as it is currently within the Tier II Growth Boundary.
2. The proposed will require Annexation into the City limit once an Ag Mitigation program has been adopted or resolved by the City and once Tier II development has been opened to Annexation. It will also require the applicant to produce a VMT analysis and adhere to an environmental review.
3. Phasing map and lot map do not reflect the same layout/ traffic pattern.
4. Setbacks in the development shall reflect the R-1-20 zone requirements.
5. Building footprints will need to be reflected on narrow lots to show the configuration would work.
6. Staff would ask that applicant to reconsider configuration of lots where multiple neighbors abut proposed side yards.
7. Provide more information regarding trail loop on site.
8. As shown, the entrance gates do not seem to comply with traffic engineering requirements for turnaround.
9. More information as needed.

Note:

1. **The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required through the District.**

2. Prior to a <u>final</u> for the project, a signed <u>Certificate of Compliance</u> for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.

<u>Sections of the Municipal Code to review</u>:

Title 16 Subdivisions

17.12 Single-Family Residential Zone

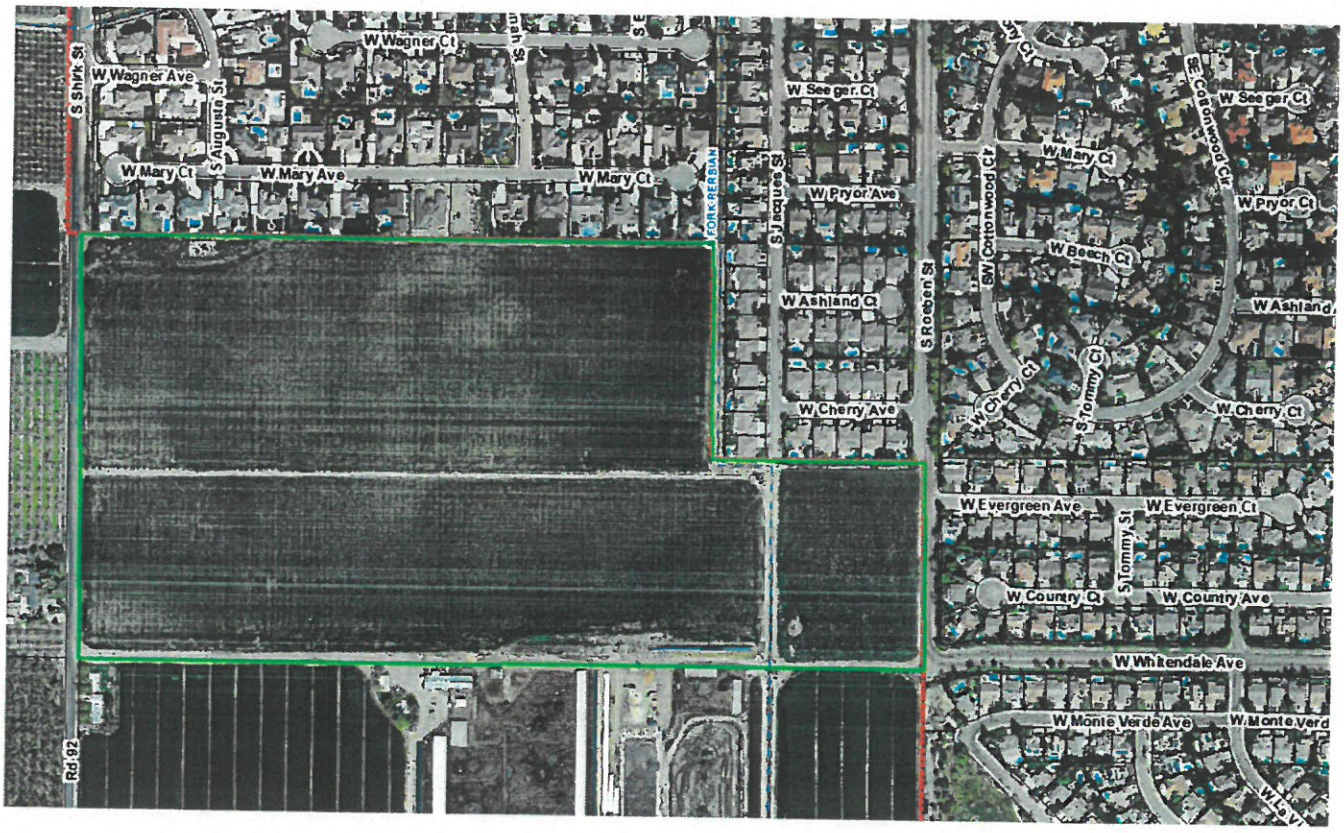
17.32.080 Maintenance of landscaped areas.

17.34 Off-street parking and loading facilities
17.34.020(A)(1) Single-family dwelling

17.36 Fences Walls and Hedges
17.36.030 Single-family residential zones

NOTE: <u>Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. 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.</u>

Signature _____



SUBDIVISION & PARCEL MAP REQUIREMENTS
ENGINEERING DIVISION

☒ **Adrian Rubalcaba 713-4271**
☐ **Diego Corvera 713-4209**

ITEM NO: 1 DATE: MARCH 23, 2022

SITE PLAN NO.:	**20-193 4TH RESUBMITTAL**
PROJECT TITLE:	**BARR & WOOD TENTATIVE SUBDIVISION MAP**
DESCRIPTION:	**PROPOSING TO DIVIDE A 69.35 ACRE SITE INTO 139 SINGLE-FAMILY RESIDENTIAL PARCELS (X)**
APPLICANT:	**DAVID DUDA**
PROP. OWNER:	**BARR & WOOD RANCH**
LOCATION:	**NWC SHIRK & WHITENDALE, TO ROEBEN**
APN:	**119-022-041**

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (Indicated by checked boxes)

☒ Submit improvements plans detailing all proposed work; ☒ Subdivision Agreement will detail fees & bonding requirements

☒ Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.

☒ The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.

☒ A preconstruction conference is required prior to the start of any construction.

☒ Right-of-way dedication required. A title report is required for verification of ownership. ☒ by map ☐ by deed

☒ City Encroachment Permit Required which shall include an approved traffic control plan.

☐ CalTrans Encroachment Permit Required. ☐ CalTrans comments required prior to tentative parcel map approval. CalTrans 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. ***ALL OUTLOTS AS SHOWN TO BE INCORPORATED INTO HOA. LLD TO BE FORMED FOR MAINTENANCE OF STREET LIGHTING AND MEDIAN LANDSCAPING OF EXTERIOR STREETS.***

☒ 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.

☒ Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District.

☐ Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.

☒ Written comments required from ditch company. ***PERSIAN*** Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.

☒ Final Map & Improvements shall conform to the City's Waterways Policy. ☒ Access required on ditch bank, 12' minimum. ☐ Provide wide riparian dedication from top of bank.

☒ Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system. ***EXTEND EXISTING SS ACROSS ALL STREET FRONTAGES. SUBJECT TO CHANGE PER ONGOING MASTER PLAN UPDATES. SEE ADDL COMMENTS.***

☒ 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. ***EXTEND EXISTING SD MAINS ACCORDINGLY, SUBJECT TO CHANGE PER ONGOING MASTER PLAN UPDATES. SEE ADDITIONAL COMMENTS.***

☒Show Valley Oak trees with drip lines and adjacent grade elevations. ☒ Protect Valley Oak trees during construction in accordance with City requirements. ☒A permit is required to remove Valley Oak trees. Contact Public Works Admin at (559)713-4428 for a Valley Oak tree evaluation or permit to remove. ☒ Valley Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. ☒ A pre-construction conference is required.

☒Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

☒Relocate existing utility poles and/or facilities. ***AS NECESSARY PER LAYOUT. REQUIRED ON SHIRK ST***

☒Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. ***REQUIRED ONSITE AND WHITENDALE STREET***

☒Provide "R" value tests: ***1*** each at ***300' INTERVALS, REFER TO CITY PAVEMENT STANDARDS***

☒Traffic indexes per city standards: ***REFER TO CITY PAVEMENT STDS***

☒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. ***ROEBEN, WHITENDALE, AND SHIRK.***

☒All lots shall have separate drive approaches constructed to City Standards.

☒Install street striping as required by the City Engineer. ***REFER TO TRAFFIC SAFETY DEPT.***

☒Install sidewalk: ***6-7*** ft. wide, with ***5*** ft. wide parkway on ***SHIRK, WHITENDALE, & ROEBEN.***

☒Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).

☐Subject to existing Reimbursement Agreement to reimburse prior developer:

☒Abandon existing wells per City of Visalia Code. A building permit is required.

☒Remove existing irrigation lines & dispose off-site. ☒Remove existing leach fields and septic tanks.

☒ 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. Additional review by City Engineer is required for final acceptable design at the Roeben and Whitendale intersection, to be based on actual civil data. As proposed, the revised subdivision layout attempts to reconfigure intersection alignment per discussions with City staff however there is still a high potential for significant impacts to the northwest corner of the intersection, which remains undetermined at this time. Adjustments to subdivision map may be required, maintaining typical City std street cross section requirements. Staff is also aware additional coordination with Calwater may be necessary for any impacts to the southeast corner as there is a Calwater owned lot and facility within the existing southern subdivision. In addition to the final reconfiguration of the intersection, modifications to the existing improvements, east of Roeben on Whitendale, and installation of interim improvements will also be required as conditions of approval.

2. Additional offsite improvements on Shirk St., north of the project, will be required as part of completion of Phase 2. A sewer trunk line will need to be installed and final paveout of Shirk St. As the offsite work is considered supplemental in nature, the cost for improvements qualify for reimbursement in the form of fee credits and cash payments. Further coordinate with City Engineer.

3. Maintain 12' wide access and maintenance road along ditch channel. There are existing overhead power lines that will be required to be undergrounded as part of subdivision conditions of approval.

4. Shirk St. widening along project frontage is required with Phase 2 of subdivision. Arterial cross section to comply with City P-5 stds "4-lane Arterial". Dimension from current centerline of roadway. Match / Tie-in to existing improvements to the north, transition accordingly.

5. Existing power poles along Shirk will need to be relocated as part of project road widening requirements. Median improvements may also be required per stds if there is adequate right-of-way. Shirk is identified in the City's Circulation Element and Transportation Impact Fee progam as a funded arterial therefore specific improvement costs (travel lanes) qualify for reimbursement in the form of impact fee credits. Further coordination with City Engineer is required.

6. Detailed view of the gated access points appear adequate for proper turnaround maneuverability for denied entry.

7. Project does not propose to connect to existing local stub street to the north due to an existing ditch channel immediately south of the terminus. Based on further staff review of current impacts the street stub has on the existing residential properties, the street stub can remain without incident and the need for a standard vehicle turnaround can be omitted. Additional improvements at end of street stub will need to be installed to maintain the public to private boundaries. Provide fence amenities and sidewalk cross connection at end of street stub. Maintain vehicle barricade.

8. Culvert design details to be addressed with civil plans on Whitendale for Persian Ditch crossing. Full culvert construction may need to be required with Whitendale improvements which will require additional right-of-way from southern parcel owner. Applicant to further coordinate requirements for street crossing with ditch company and propose design criteria and extents of improvements acceptable to ditch company for City staff review. Required improvements along the culvert street frontage to include sidewalk, access drive approaches for maintenance, fencing, and gates.

9. Development Impact fees will apply, due at time of final map recording and SFD permitting.

10. The current Sanitary Sewer master plan indicates a 30" SS trunk line in Shirk, stemming south from Walnut Ave. A City CIP is currently in design phase to install the SS main in Shirk and stub approx. 300-feet south of Walnut Ave. Proposed subdivision will be required to extend the trunk line as part of Shirk street widening improvements. Coordinate design criteria with City Engineer. The cost of upsizing, along project Shirk frontage, will qualify as reimbursable in the form of fee credits, subject to review and approval by City staff.

11. The project area is currently under the City's Storm Drain master plan update and further coordination with City Engineer will be required as part of subdivision development. The master plan update has not yet identified SD requirements in the area to serve the project therefore the subdivision will be required to provide a temporary retention basin onsite in the interim. The temp basin shall be designed with proper infrastructure to abandon and connect to City main storm lines as soon as they are readily available in the future. Basin site will require temporary building restrictions on the lots encumbered by the basin, an easement to the City for storm water retention, and developer responsibility to maintain and backfill and abandon in the future. Tentative map shall indicate desired temp basin area and/or permanent retention areas with tentative map layout.

12. Ensure private cul-de-sac design complies with City standards.

13. Public street striping to be determined at time of civil plan review.

14. There is an existing slope easment along the adjacent subdivision, proposed subdivision will be required to address the abandonment and install any necessary improvements in order to abandon.

15. Roeben St. is required to be widened per City 84' collector P-3 standards. Restriping will be required north of the project to eliminate existing temporary striping layout and include bike lanes. Median improvements do not exist north of project therefore median may be deferred - to be further determined depending outcome of Whitendale and Roeben intersection alignment. Provided cross section appears adequate. Roeben is an existing half collector street therefore widening improvement costs, specifically the travel lanes, can qualify as reimbursable in the form of fee credits. Further coordinate with City Engineer.

16. Whitendale Ave. is required to be constructed per City 84' collector P-3 standards with Phase 1. As proposed, only the north half is identified to be built-out with subdivision. A half collector street width can still provide adequate two-lane circulation until such time that the south parcel development can install the south half. There are power poles located along Whitendale alignment and within subdivision project boundary. Project will be required to underground all power poles within street right-of-way. Whitendale is identified in the City's current programs as a funded collector therefore portion of the street construction, specifically the travel lanes, can qualify as reimbursable in the form of fee credits. Further coordinate with City Engineer.

17. The exterior public roadways shall be improved per City arterial and collector street standards. Improvements to include, but may not be limited to, pavement, sidewalk, curb & gutter, utility relocations, SD & SS infrastructure, curb ramps, street lighting, striping and signage, road transitions, and culvert crossings.

18. Public street lighting to be installed per City arterial and collector street standards. Electrical design plans to be submitted with civil improvements and include voltage drop calcs.

19. Provide adequate decel lane pavement transition to Whitendale intersection for northbound traffic on Shirk, within existing right-of-way constraints.

20. Install 30' radius curb ramp returns at local street connections to Roeben and Shirk. Install 35' radius ramp returns at Whitendale intersections to Roeben and Shirk.

21. Site plan does not identify extent of desired improvements with first phase for further review and consideration by City staff. It appears by the proposed site layout that Whitendale improvements are planned to terminate at the Phase 1/2 limits and connection to Shirk is not desired with Phase 1. City staff may entertain a phased installation of Whitendale improvements however applicant will need to demonstrate that Phase 1 added vehicle trips does not exacerbate existing traffic congestion in the area. If the phased approach is deemed acceptable, the street stub will require a barricade and utility stubs. Refer to further Traffic Dept. comments. Tentative map submittal to reflect final changes and indicate phase level of improvements.

22. Service stubs for future median landscaping in Shirk are required and will need to be further determined at time of civil improvement review.

23. Update notes on tentative parcel map, under "Street Right-of-Way", to match changes.

24. Fire emergency lane at Lot 45 to be installed in concrete or pavement section designed to withstand Fire apparatus. Storm run-off to be directed to onsite storage or street. Provide drive approaches and sidewalks. Lot development will be restricted by recording a Temp Building Restriction easement and project is to maintain access and improvements in perpetuity until Whitendale connection to Shirk is completed and easement can be lifted by the City. As there is a block wall that is to be constructed along Whitendale, a fence would need to be installed temporarily for fire access only.

25. Project will be required to provide additional bonds and deposit for completion of the remaining Whitendale improvements, not constructed with Phase 1, and abandonment of the temp fire access.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **20-193 4th RESUBMITTAL**
Date: **3/23/2022**

Summary of applicable Development Impact Fees to be collected at the time of final/parcel map recordation:

(Preliminary estimate only! Final fees will be based on approved subdivision map & improvements plans and the fee schedule in effect at the time of recordation.)

(Fee Schedule Date:**1/1/2022**)
(Project type for fee rates:**SFD**)

☐ Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
☒ Trunk Line Capacity Fee	**$836/UNIT**
☒ Sewer Front Foot Fee	**$46/LF**
☒ Storm Drainage Acquisition Fee	**$3,321/AC**
☒ Park Acquisition Fee	**$1,645/UNIT**
☐ Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
☒ Waterways Acquisition Fee	**$2,711/AC**

Additional Development Impact Fees will be collected at the time of issuance of building permits.

City 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 planned 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

SPR 20193
TENTATIVE SUBDIVISION MAP
119022041

City of Visalia

Building: Site Plan Review Comments

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 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- ☐ Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.

You are responsible to ensure compliance with the following checked items:

- ☐ 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 (661) 392-5500***
- ☐ 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 $157.00) ***For information call (559) 713-4444***
- ☐ School Development fees. Commercial $0.66 per square foot & Self-Storage $.23 per sf. Residentjal.
- ☐ Park Development fee $_____, per unit collected with building permits.
- ☐ Additional address may be required for each structure located on the site. ***For information call (559) 713-4320***
- ☐ Acceptable as submitted
- ☒ No comments at this time

Additional comments: SEE PREVIOUS COMMENTS DATED 2/8/22

VAL GARCIA 3/22/22
Signature

Site Plan Comments Visalia Fire Department Corbin Reed, Fire Marshal 420 N. Burke Visalia CA 93292 559-713-4272 office prevention.division@visalia.city	Date Item # Site Plan # APN:	March 22, 2022 1 20193 11900241

- 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 2019 California Fire Code (CFC), 2019 California Building Codes (CBC) and City of Visalia Municipal Codes.

- This item is a **resubmittal**. Please see comments from previous submittals.

- **Special comments**: Temporary apparatus access road shall be constructed of all weather material such as pavement or concrete and prevent water run off causing erosion.

Corbin Reed
Fire Marshal



City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 03/22/2022
Item: 1
Site Plan: SPR20193
Name: Henry Martinez

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:

☐ Traffic Concerns:

☐ Surveillance Issues:

☐ Line of Sight Issues:

☐ Other Concerns:

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 23, 2022

ITEM NO: 1 **Resubmit**
SITE PLAN NO: SPR20193
PROJECT TITLE: Barr & Wood Tentative Subdivision Map
DESCRIPTION: Proposing to Divide a 69.35 Acres Site into 139 Single-Family Residential Parcels (X)
APPLICANT: David Duda
OWNER: BARR & WOOD RANCH
APN: 119022041
LOCATION: West of Roeben, Whittendale, East of Shirk

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☒ See Previous Site Plan Comments

☒ Install Street Light(s) per City Standards at time of development.

☒ Install Street Name Blades at ***intersections*** at time of development.

☒ Install Stop Signs at ***local streets intersecting arterial/collector status roadways*** at time of development.

☐ Construct parking per City Standards PK-1 through PK-4.

☒ Construct drive approach per City Standards at time of development.

☐ Traffic Impact Analysis required (CUP)

- ☐ Provide more traffic information such as see below. Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- Future construction of median on Shirk St will restrict access to development at a later date. Access may be restricted to right in and out only on Shirk St.
- Noted - Alignment of private drive was realigned with Evergreen Ave on eastside of Roeben St.
- Noted – Gated entry onto Whitendale was eliminated.

- Gated entry required to be setback to accomodate vehicle u-turn movement outside of ROW for Roeben and Shirk. Applicant needs to ensure no queueing will back up onto public ROW.
- Traffic information (statement/memo) required to support the proposed phasing plan. What is the impact by construction traffic? Traffic impact to Roeben at Walnut? Circulation?
- Questions, contact Traffic Engineering, ph# 559-713-4633.

Leslie Blair

Leslie Blair

20-193RRRRR

Susan Currier

From: Joel Hooyer
Sent: Tuesday, March 22, 2022 6:48 AM
To: Cristobal Carrillo; Josh Dan; Rafael Garcia; Susan Currier
Cc: Jeremy Rogers; Alvin Dias
Subject: March 23, 2022 Site Plan Review
Attachments: 3-23-22 Site Plan Review.pdf

Importance: High

See attached and following for the March 23, 2022, Site Plan Review comments.

SPR20193 - No Valley oaks are on the submitted plans.

- A Recessed Park / Open Space is indicated on submitted plan.

- Is development to be a Light and Landscape District?

Note* If this proposed subdivision is to become an LLD, Park, Trail, or any other dedicated land to be maintained by the City of Visalia all lots shall be accessed appropriately to accommodate such intended maintenance and all the landscaping plans must be approved by Urban Forestry.

SPR22005 – Valley oak trees to be protected in place is indicated on the plan. (Note #1)
- Out lots A,B,C and Park to be dedicated to HOA is on the submitted plan.

- Is development to be a Light and Landscape District? (Note #2)

Note #1 Need to work with Urban Forestry for the protection or the removal of the existing Valley oak trees indicated on the submitted plan.

Note #2 If this proposed subdivision is to become an LLD, Park, Trail, or any other dedicated land to be maintained by the City of Visalia all lots shall be accessed appropriately to accommodate such intended maintenance and all the landscaping plans must be approved by Urban Forestry.

SPR22006 - No Valley oaks are on the submitted plans.
- Lots A and B to be dedicated to the City of Visalia for block wall, sidewalk, landscape, and maintenance thereof and public purposes per this map is on the submitted plan.

- Is this new development going to be an LLD?

Note* If this proposed subdivision is to become an LLD, Park, Trail, or any other dedicated land to be maintained by the City of Visalia, all lots shall be accessed appropriately to accommodate such intended maintenance and all the landscaping plans must be approved by Urban Forestry.

SPR22010 - No Valley oaks are on the submitted plans.

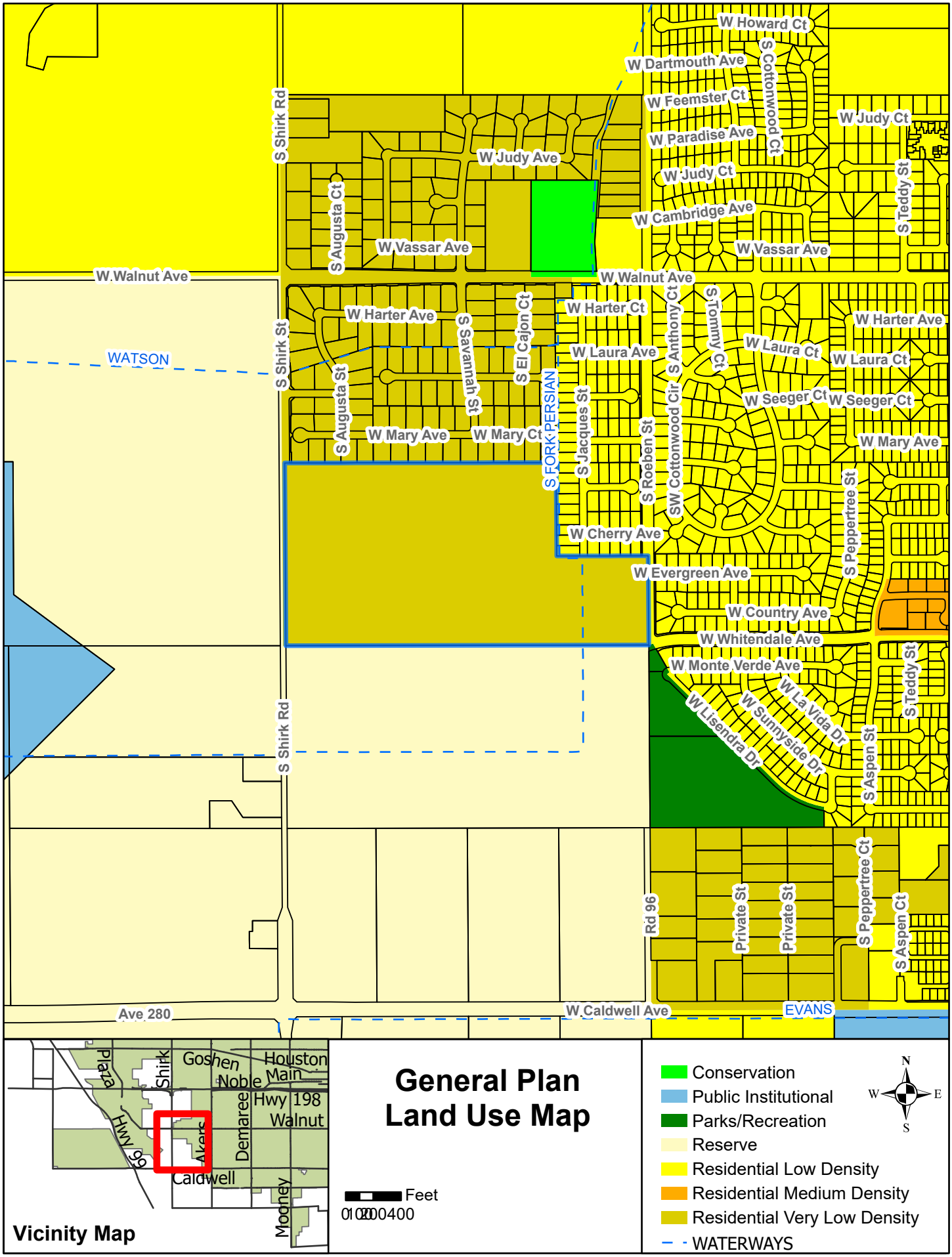
CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

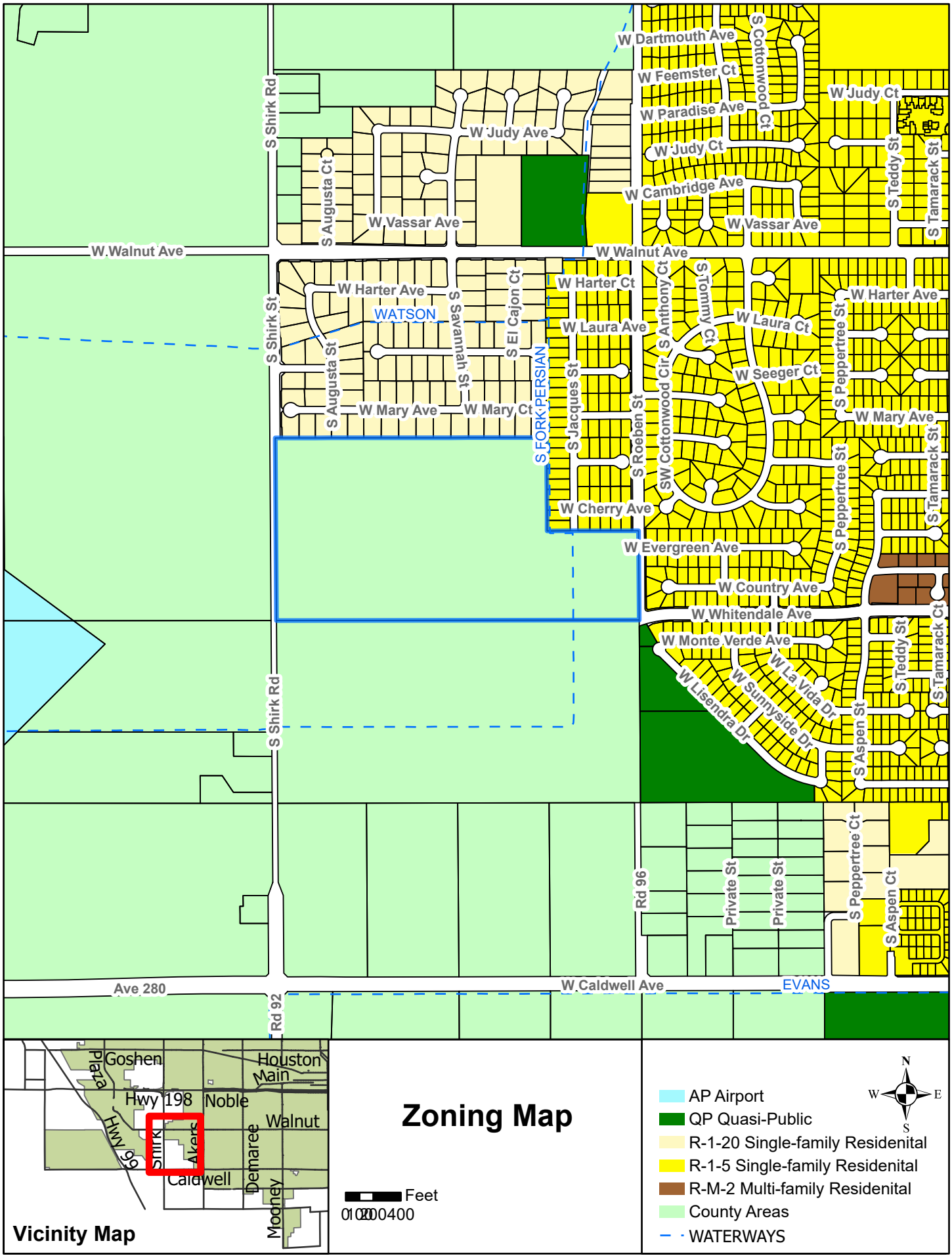
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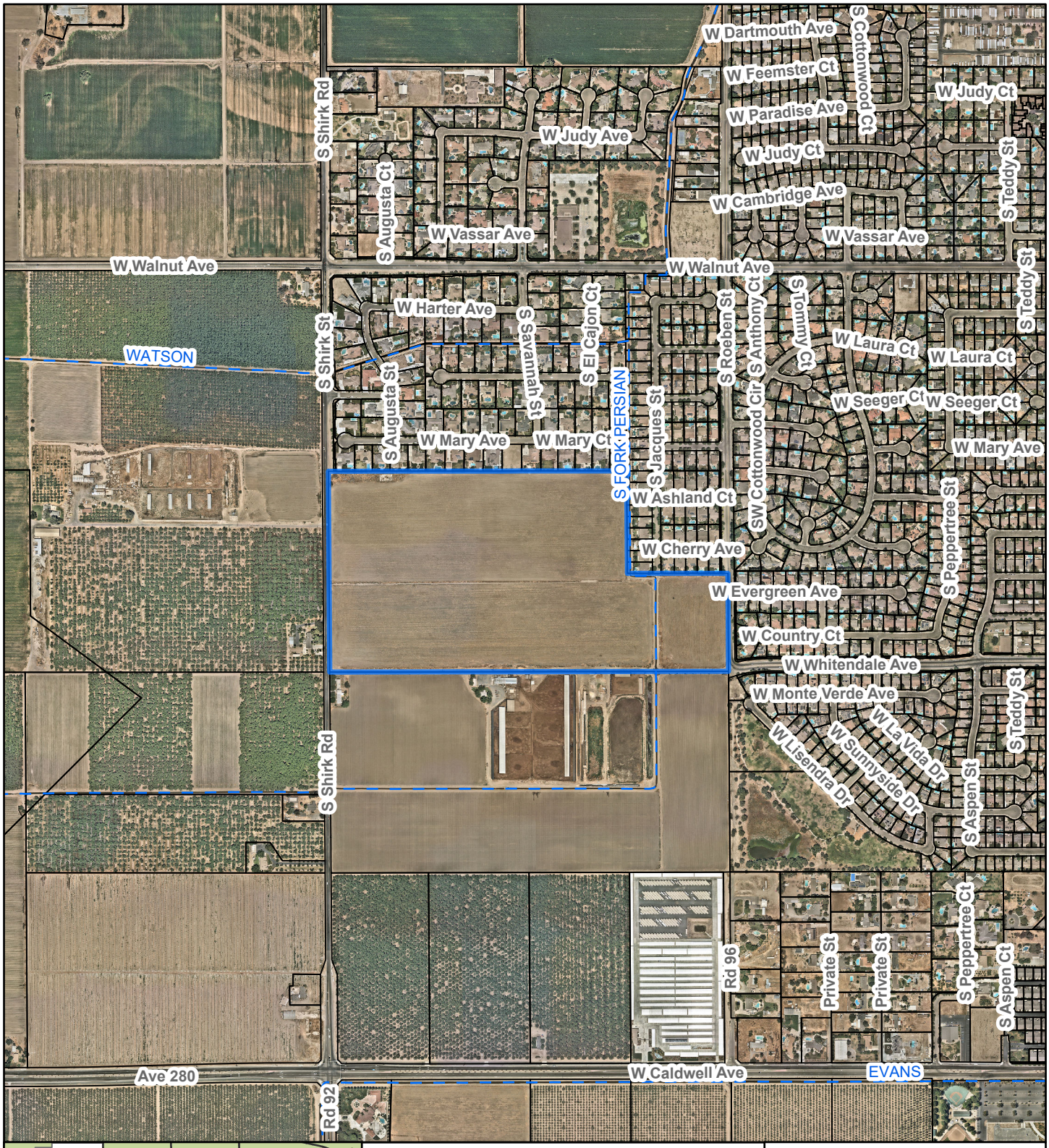
March 23, 2022

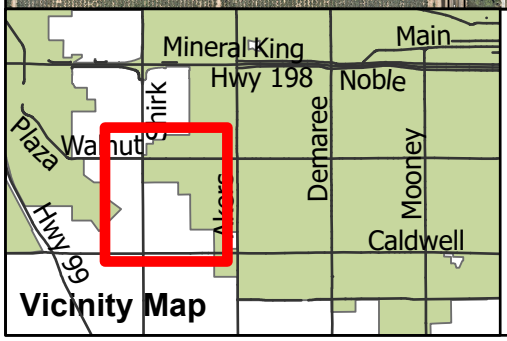
	No comments.
XX	See comments below
	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
XX	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
	ALL refuse enclosures must be R-3 OR R-4
XX	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 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
XX	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.
XX	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) with no less than 38' clear space in front of the bin, included the front concrete pad.
	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.
XX	City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
Comment	City standard (3-can) residential services to be assigned per address.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338
Nathan Garza, Solid Waste,559-713-4532


W Howard Ct
W Dartmouth Ave
S Cottonwood Ct
W Feemster Ct
W Judy Ct
W Paradise Ave
W Judy Ave
W Judy Ct
S Teddy St
S Shirk Rd
S Augusta Ct
W Cambridge Ave
W Vassar Ave
W Vassar Ave
W Walnut Ave
W Walnut Ave
W Harter Ct
W Harter Ave
W Harter Ave
S Tommy Ct
S Anthony Ct
S El Cajon Ct
S Savannah St
S Shirk St
WATSON
W Laura Ave
W Laura Ct
W Laura Ct
S Augusta St
W Seeger Ct
W Seeger Ct
S FORK PERSIAN
S Jacques St
S Roeben St
SW Cottonwood Cir
W Mary Ave
W Mary Ct
W Mary Ave
S Peppertree St
W Cherry Ave
W Evergreen Ave
W Country Ave
W Whitendale Ave
W Monte Verde Ave
S Teddy St
W La Vida Dr
W Sunnyside Dr
W Lisendra Dr
S Aspen St
S Shirk Rd
Rd 96
Private St
Private St
S Peppertree Ct
S Aspen Ct
Ave 280
W Caldwell Ave
EVANS
Plaza
Shirk
Goshen
Houston
Noble
Main
Hwy 198
Demaree
Walnut
Hwy 99
Akers
Caldwell
Mooney
Vicinity Map
General Plan
Land Use Map
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Conservation
Public Institutional
Parks/Recreation
Reserve
Residential Low Density
Residential Medium Density
Residential Very Low Density
WATERWAYS
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W Dartmouth Ave
S Cottonwood Ct
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Hwy 198
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Shirk
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AP Airport
QP Quasi-Public
R-1-20 Single-family Residenital
R-1-5 Single-family Residenital
R-M-2 Multi-family Residenital
County Areas
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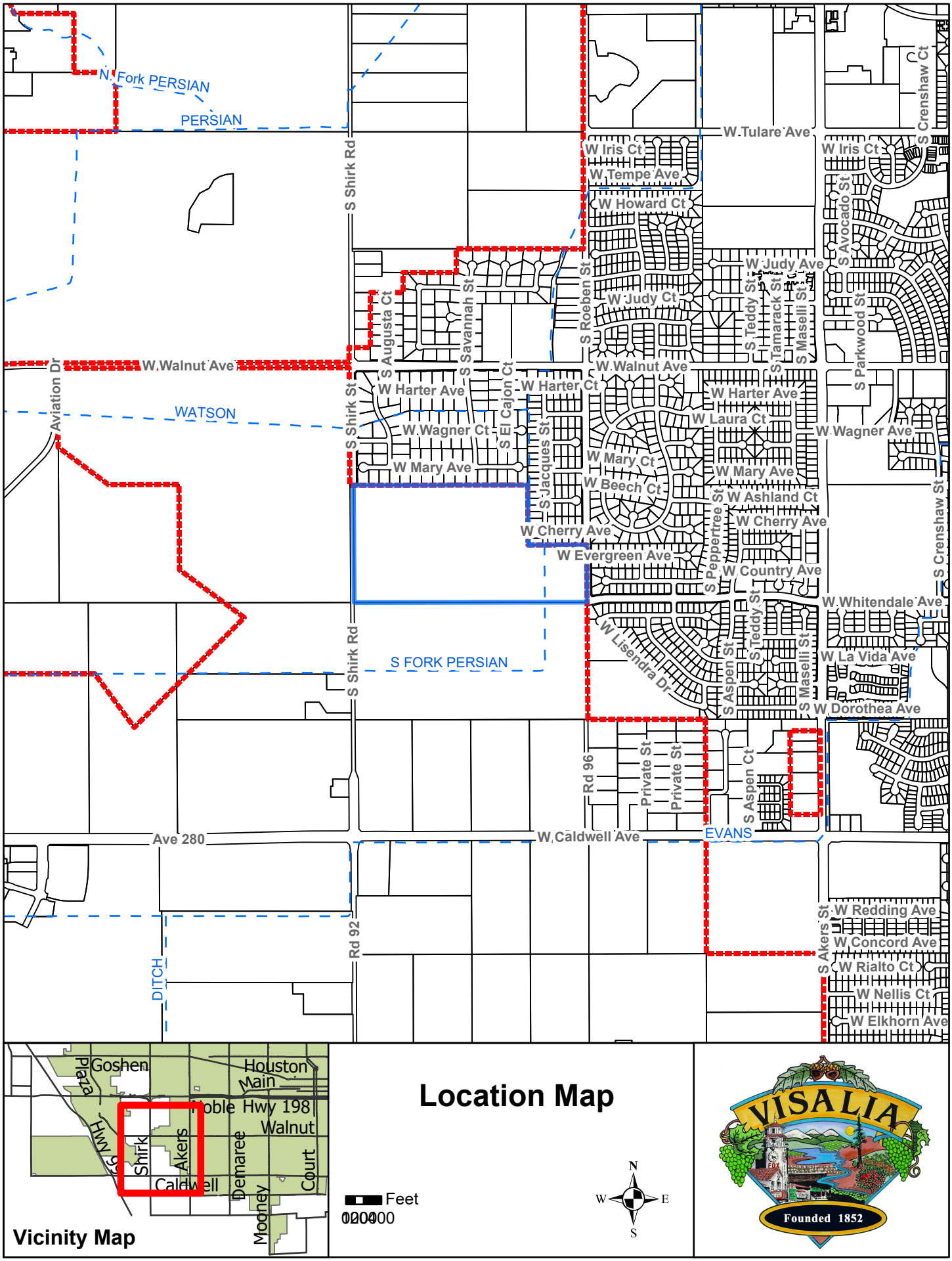


Aerial Photo

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VISALIA
Founded 1852


N. Fork PERSIAN
PERSIAN
S Shirk Rd
W Tulare Ave
S Crenshaw Ct
W Iris Ct
W Tempe Ave
W Howard Ct
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W Judy Ave
W Judy Ct
S Roeben St
S Augusta Ct
S Savannah St
S Teddy St
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Aviation Dr
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Shirk
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Caldwell
Demaree
Court
Modney
Vicinity Map
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VISALIA
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