PLANNING COMMISSION AGENDA

CHAIRPERSON:
Mary Beatie

VICE CHAIRPERSON:
Chris Tavarez

COMMISSIONERS: Bill Davis, Charlie Norman, Adam Peck, Chris Tavarez, Mary Beatie

MONDAY, APRIL 14, 2025
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. ROLL CALL –
4. 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.
5. AGENDA COMMENTS OR CHANGES –
6. 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.
   - None.
7. PUBLIC HEARING – Catalina Segovia, Planning Technician

   Tentative Parcel Map No. 2025-02: A request by Luis Mota to subdivide a 0.43-acre parcel into two parcels. The project site is located at 1344 South Liberty Street in the R-1-5 (Single-Family Residential, 5,000 square foot minimum site area) zone (APN: 097-242-014). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15315, Categorical Exemption No. 2025-07.

8. PUBLIC HEARING – Josh Dan, Senior Planner

   a. **Conditional Use Permit No. 2024-45:** A request by N & M Capital LLC to construct a commercial development containing 66,015 square feet of retail space, three pads with drive-thru lanes, and carwash within the development referred to as The Hub in the C-N (Neighborhood Commercial) Zone. The project site is located on the northwest corner of East Walnut Avenue and South Lovers Lane (Address: N/A) (APN: 000-014-381).

   b. **Tentative Parcel Map No. 2024-10**: A request by N & M Capital LLC to subdivide an 8.35-acre parcel into eight parcels with shared and cross access agreements. The project site is located on the northwest corner of East Walnut Avenue and South Lovers Lane (Address: N/A) (APN: 000-014-381).

   Environmental Assessment Status: 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 with the inclusion of mitigation measures. Mitigated Negative Declaration No. 2024-74 has been prepared for adoption with this project (State Clearinghouse No. 2025031001).

9. CITY PLANNER UPDATE –

   A. Committees & Commissions Event

10. ADJOURNMENT

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, APRIL 24, 2025, BEFORE 5:00 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 North Santa Fe Street, 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, APRIL 28, 2025

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: April 14, 2025

PROJECT PLANNER: Catalina Segovia, Planning Technician
Phone: (559) 713-4449
Email: catalina.segovia@visalia.city

SUBJECT: **Tentative Parcel Map No. 2025-02**: A request by Luis Mota to subdivide a 0.43-acre parcel into two parcels. The project site is located at 1344 South Liberty Street in the R-1-5 (Single-Family Residential, 5,000 square foot minimum site area) zone (APN: 097-242-014).

STAFF RECOMMENDATION

Staff recommends approval of Tentative Parcel Map No. 2025-02 based upon the findings and conditions in Resolution No. 2025-13. Staff's recommendation is based on the project's consistency with the City's General Plan, Subdivision Ordinance, and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Tentative Parcel Map No. 2025-02 based on the findings and conditions in Resolution No. 2025-13.

PROJECT DESCRIPTION

Tentative Parcel Map No. 2025-02 is a request to subdivide a 0.43-acre parcel into two parcels (Exhibit A). The proposed parcel sizes are as follows: 11,284 square feet (0.25 acres) for Parcel 1 and 7,625 square feet (0.17 acres) for Parcel 2. The project site is zoned R-1-5 (Single Family Residential, 5,000 square foot minimum site area) with both parcels meeting the 5,000 square foot minimum site area requirement for the zone.

Parcel 1 will consist of an existing 1,336 square foot single-family dwelling which is currently occupied. Parcel 2 will remain as a vacant lot, the use and development on Parcel 2 have yet to be determined.

BACKGROUND INFORMATION

General Plan Land Use Designation	Residential Low-Density	
Zoning	R-1-5	
Surrounding Zoning and Land Use	North:	R-1-5 (Single-Family Residential, 5,000 sq. ft. minimum site area) - Residential Home
	South:	R-1-5 (Single-Family Residential, 5,000 sq. ft. minimum site area) – Vacant Lot
	East:	R-1-5 (Single-Family Residential, 5,000 sq. ft. minimum site area) – Residential Home
	West:	R-M-2 (Multi-Family Residential, 3,000 sq. ft. minimum site area) – Multi-family homes
Environmental Review	Categorical Exemption No. 2025-07	

PROJECT EVALUATION

Staff recommends approval of Tentative Parcel Map No. 2025-02, as conditioned, based on the project's consistency with the General Plan Land Use Element, Subdivision Ordinance, and Zoning Ordinance.

Consistency with General Plan, Zoning and Subdivision Ordinances

The division of the site provides the potential for two additional dwelling residences on the project site, doubling the density of the existing single parcel. The proposed division and lot configuration is also consistent with the existing development pattern of the surrounding neighborhood, consisting of large residential properties with similar setbacks from the public right of way.

Future Development

Per the applicant, there is no proposed development on Parcel 1 or Parcel 2. Future development proposals for either parcel will be subject to the provisions of Chapter 17.12 Single-Family Residential Zone of the Visalia Municipal Code to ensure that any future development is consistent with the City's standards for design, compatibility, and public benefit.

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 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 map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.
(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 map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map, which is designated as Residential Low-Density land use. This is included as recommended Finding No. 3 of the Tentative Parcel Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed density of development in the Low-Density

	Residential land use designation and zone. This is included as recommended Finding No. 4 of the Tentative Parcel Map.
(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 improvement of the map has not been found likely to cause environmental damage or substantially and avoidable 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 Parcel Map.
(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 Parcel Map.
(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 map does 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 Parcel Map.

Environmental Review

The project is Categorically Exempt under Section 15315 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-07.

RECOMMENDED FINDINGS

1. That the proposed location and layout of the tentative parcel map, its improvement and design, and the conditions under which it will be maintained are consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance.
2. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems.
3. That the proposed location, layout and parcel sizes resulting from the tentative parcel map are consistent with the policies and intent of the General Plan, Zoning Ordinance and Subdivision Ordinance.
4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Residential Low Density General Plan Land Use Designation.
5. That the site is physically suitable for the proposed tentative parcel map and is compatible with adjacent land uses and the proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property.
6. That the project is considered Categorically Exempt under Section 15315 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-07. Furthermore, the design of the subdivision or the proposed

improvements is not likely to either cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

RECOMMENDED CONDITIONS OF APPROVAL

1. That the tentative parcel map shall be developed consistent with the comments and conditions of the Site Plan Review No. 2025-024, incorporated herein by reference.
2. That the tentative parcel map be in substantial compliance with Exhibit A.
3. That all other federal, state and city laws, codes and ordinances be complied with.

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 form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe Street, 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. 2025-13
- Exhibit "A" – Site Plan for Tentative Parcel Map No. 2025-02
- Exhibit "B" – Operational Statement
- Site Plan Review Comments No. 2025-024
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Vicinity Map

Environmental Document # 2025-07

NOTICE OF EXEMPTION

City of Visalia
315 E. Acequia Ave.
Visalia, CA 93291

To: County Clerk
County of Tulare
County Civic Center
Visalia, CA 93291-4593

Tentative Parcel Map No. 2025-02
PROJECT TITLE

The site is located at 1344 South Liberty Street (APN: 097-242-014)
PROJECT LOCATION

Visalia	Tulare
PROJECT LOCATION - CITY	**COUNTY**

A request by Luis Mota to subdivide a 0.43-acre parcel into two parcels.
DESCRIPTION - Nature, Purpose, & Beneficiaries of Project

City of Visalia
NAME OF PUBLIC AGENCY APPROVING PROJECT

Luis Mota, 2300 West Whitendale Avenue, Visalia, CA 93277
NAME AND ADDRESS OF APPLICANT CARRYING OUT PROJECT

Krystal Sanchez, AW Engineering 810 West Acequia Avenue, Visalia CA 93291
NAME AND ADDRESS OF AGENT CARRYING OUT PROJECT

EXEMPT STATUS: (Check one)

☐ Ministerial - Section 15073
☐ Emergency Project - Section 15071
☒ Categorical Exemption - State type and Section number: **Section 15315**
☐ Statutory Exemptions- State code number:

The project involves the subdivision of land into four or fewer parcels.
REASON FOR PROJECT EXEMPTION

Catalina Segovia, Planning Technician	(559) 713-4449
CONTACT PERSON	**AREA CODE/PHONE**

March 28, 2025	
DATE	**Brandon Smith, AICP** **Environmental Coordinator**

RELATED PLANS AND POLICIES

Zoning: The following Zoning Ordinance policies apply to the proposed project:

Section 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. (Ord. 2017-01 (part), 2017: Ord. 9717 § 2 (part), 1997: prior code § 7270)

In the R-1 single-family residential zone, the minimum site area shall be as follows:

ZONE	Permitted or Conditional Use
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-1-6	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. (Ord. 2017-01 (part), 2017: Ord. 9717 § 2 (part), 1997: prior code § 7274)

RESOLUTION NO. 2025-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2025-02: A REQUEST BY LUIS MOTA TO SUBDIVIDE A 0.43-ACRE PARCEL INTO TWO PARCELS. THE PROJECT SITE IS LOCATED AT 1344 SOUTH LIBERTY STREET IN THE R-1-5 (SINGLE-FAMILY RESIDENTIAL, 5,000 SQUARE FOOT MINIMUM SITE AREA) ZONE (APN: 097-242-014).

WHEREAS, Tentative Parcel Map No. 2025-02, is a request by Luis Mota to subdivide a 0.43-acre parcel into two parcels. The project site is located at 1344 South Liberty Street in the R-1-5 (Single-Family Residential, 5,000 square foot minimum site area) zone (APN: 097-242-014).

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on April 14, 2025; and

WHEREAS, the Planning Commission of the City of Visalia finds Tentative Parcel Map No. 2025-02, as conditioned, in accordance with Section 16.28.070 of the Ordinance Code of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, the project is considered Categorically Exempt under Section 15315 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-07.

NOW, THEREFORE, BE IT RESOLVED, that Categorical Exemption No. 2025-07 was prepared finding the project exempt under CEQA Section 15315 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), as amended.

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

1. That the proposed location and layout of the tentative parcel map, its improvement and design, and the conditions under which it will be maintained are consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance.
2. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems.
3. That the proposed location, layout and parcel sizes resulting from the tentative parcel map are consistent with the policies and intent of the General Plan, Zoning Ordinance and Subdivision Ordinance.

4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Residential Low Density General Plan Land Use Designation.
5. That the site is physically suitable for the proposed tentative parcel map and is compatible with adjacent land uses and the proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property.
6. That the project is considered Categorically Exempt under Section 15315 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-07. Furthermore, the design of the subdivision or the proposed improvements is not likely to either cause substantial environmental damage or 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 17.26 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the tentative parcel map shall be developed consistent with the comments and conditions of the Site Plan Review No. 2025-024, incorporated herein by reference.
2. That the tentative parcel map be in substantial compliance with Exhibit A.
3. That all other federal, state and city laws, codes and ordinances be complied with.

Exhibit "A"

APPLICANT'S CERTIFICATE

I HEREBY APPLY FOR APPROVAL OF DIVISION OF REAL PROPERTY SHOWN ON THIS TENTATIVE PARCEL MAP AND CERTIFY THAT I AM THE LEGAL OWNER OF SAID PROPERTY AND THE INFORMATIONSHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

NAME: _____ DATE: _____

OWNER:

TOP EQUITY INVESTMENTS, LLC OR ASSIGNEE LIMITED LIABILITY CO.

A.P.N.: 097-242-014

APPLICANT:

LUIS D. MOTA
2300 W. WHITENDALE AVE.
VISALIA, CA. 93277

559-786-0808

AUTHORIZED AGENT:

AW ENGINEERING
810 W. ACEQUIA AVE.
VISALIA, CA. 93291

(559) 713-6139

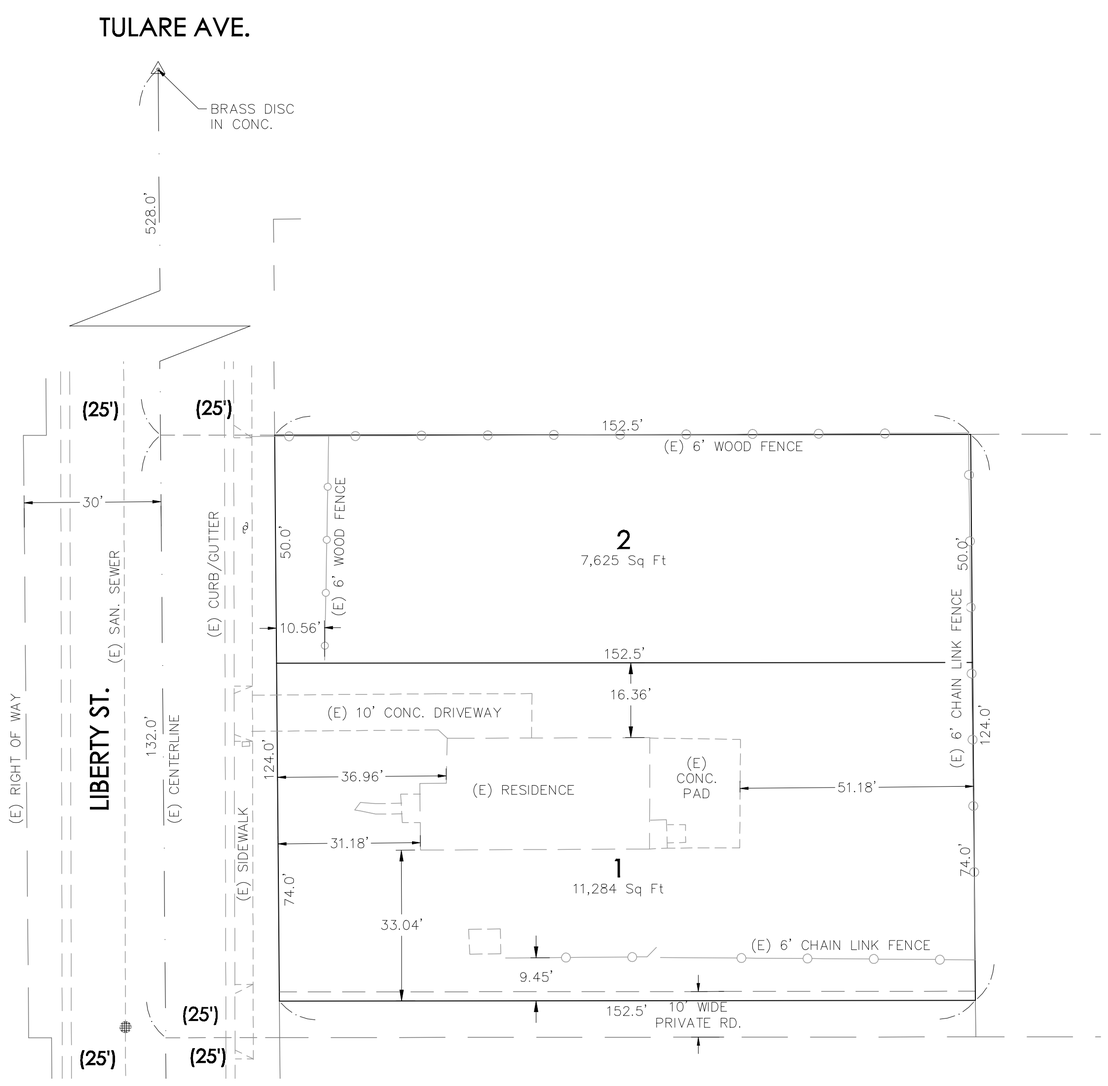
NOTES:

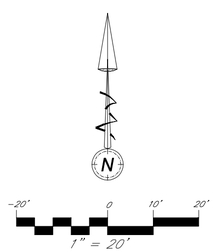
BOUNDARY LINES SHOWN HEREON IS CALCULATED FROM RECORD AND ARE APPROXIMATE IN NATURE.

TENTATIVE PARCEL MAP

THE NORTH 124 FEET OF THE WEST HALF OF LOT 37 OF THE EVANSDALE TRACT, CITY OF VISALIA, AS PER MAP RECORDED IN BOOK 13, PAGE 13 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

REGISTERED PROFESSIONAL ENGINEER
KEITH L. WILLIAMS
No. 64742
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA





SITE DATA

EXISTING ZONING DESIGNATION: R-1-5

PROPOSED ZONING DESIGNATION: SAME

EXISTING USE: HOMESITE

PROPOSED USE: RESIDENTIAL LOTS

TOTAL AREA: ±0.43 AC

FLOOD ZONE: ZONE X-PANEL NO.06107C0933E, EFF. 6-16-2009

ELECTRICITY: SOUTHERN CALIFORNIA EDISON

WATER: CAL WATER

SEWER: CITY OF VISALIA

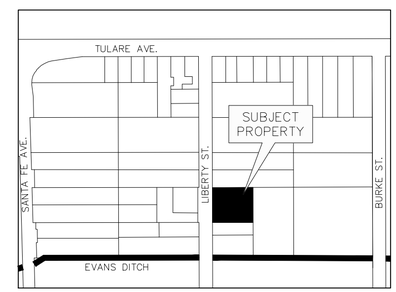
REFUSE: CITY OF VISALIA

TELEPHONE: AT&T

GAS: SOUTHERN CA. GAS CO.

CATV:

STORM WATER: CITY OF VISALIA



Vicinity Map

NO SCALE

SHEET 1 OF 1
24087
11-22-24

G:\AWE\2024\24087 MOTA\dwg\TPM.dwg - showmd - Feb, 25 2025 - 10:53am - A.W. Engineering

Exhibit "B"

Operational Agreement

1344 S Liberty Visalia
Visalia CA, 93277

At this time there is no plans on developing the site

Top Equity Investments LLC
Luis Mota
559 786-0808

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

March 5, 2025

Site Plan Review No. 2025-024

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 a Tentative Parcel Map and is stated on the attached Site Plan Review comments. You may now proceed with filing your permit to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **January 22, 2025**. 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
Planning and Community Preservation 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 January 22, 2025
SITE PLAN NO. 2025-024
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 7:30 a.m. and 5:00 p.m., Monday through Thursday, offices closed on Fridays.

☑ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☑ PLANNING COMMISSION ☐ PARK/RECREATION

☑ TPM

☐ 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

Josh Dan, Planning Division, 559-713-4003
Date: January 22, 2025

SITE PLAN NO:	2025-024
PROJECT:	Mota Parcel Map
DESCRIPTION:	SPLIT 1 RESIDENTIAL PARCEL INTO 2 PARCELS
APPLICANT:	LUIS MOTA
LOCATION TITLE:	1344 S. LIBERTY ST.
APN TITLE:	097-242-014
ZONING:	R-1-5 (SINGLE-FAMILY RESIDENCE, 5,000 SQ. FT. MINIMUM SITE AREA)

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Tentative Parcel Map (TPM) – only required if applicant does not seek SB9 Urban Lot Split.

PROJECT SPECIFIC INFORMATION: January 22, 2025

1. The applicant shall file a TPM (Tentative Parcel Map) application with the Planning Division.
2. A complete TPM submittal includes detailed exhibits of the following: an operational statement, TPM site plan, and development plan site plan showing compliance with development standards.
3. Comply with other codes, comments, 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.

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

- **16.28 Parcel Maps**
- **17.12 Single-Family Residential Zone**
- **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:

SUBDIVISION & PARCEL MAP REQUIREMENTS
ENGINEERING DIVISION

☐	Edelma Gonzalez	713-4364
☐	Luqman Ragabi	713-4362
☒	Sarah MacLennan	713-4271
☐	Jesus Carreno	713-4268

ITEM NO: 8 DATE: JANUARY 22, 2025

SITE PLAN NO.:	**25-024**
PROJECT TITLE:	**MOTA PARCEL MAP**
DESCRIPTION:	**SPLIT 1 RESIDENTIAL PARCEL INTO 2 PARCELS**
APPLICANT:	**LUIS MOTA**
PROP. OWNER:	**TOP EQUITY INVEST LLC**
LOCATION:	**1344 S LIBERTY ST**
APN:	**097-242-014**

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.

☐ 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.

☐ 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.

☐ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.

☐ Provide "R" value tests: each at

☐ Traffic indexes per city 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.

☐ All lots shall have separate drive approaches constructed to City Standards.

☐ Install street striping as required by the City Engineer.

☐ Install sidewalk: ft. wide, with ft. wide parkway on

☐ 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. ***Coordinate with city staff for City parcel map requirements and processing fees.***

2. ***Frontage improvements and additional fees will be required at time of development.***

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **25-024**
Date: **JANUARY 22, 2025**

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:**08/19/2024**)
(Project type for fee rates:**(PARCEL MAP**)

☐ Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
☒ Trunk Line Capacity Fee	**DEFERRED UNTIL TIME OF DEVELOPMENT**
☒ Sewer Front Foot Fee	
☒ Storm Drainage Acquisition Fee	
☒ Park Acquisition Fee	
☐ Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
☒ Waterways Acquisition Fee	

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.

Sarah MacLennan
Sarah MacLennan

SPR 25024
MOTA PARCEL MAP
097-242-014

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.
- ☐ 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: _____

_____

_____

_____

VAL GARCIA 1/22/25

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:	January 22, 2025 8 25024 097242014

- 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.

- Fire protection items are not required to be installed for **parcel map or lot line adjustment** at this time; however, any developments taking place on these parcels will be subject to fire & life safety requirements including fire protection systems and fire hydrants in accordance with all applicable sections of the California Fire Code.

Corbin Reed
Fire Marshal

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

January 22, 2025

ITEM NO: 8 **Added to Agenda** **MEETING TIME: 11:15**

SITE PLAN NO. SPR25024 ASSIGNED TO: Josh Dan Josh.Dan@visalia.city

PROJECT TITLE: Mota Parcel Map

DESCRIPTION: Split 1 residential parcel into 2 parcels.

APPLICANT: Luis Mota - Applicant

APN: 097-242-014

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:

•

Leslie Blair

Leslie Blair

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

25024

January 22, 2025

[ ]	No comments.
[X]	See comments below
[ ]	Revisions required prior to submitting final plans. See comments below.
[ ]	Resubmittal required. See comments below.
[X]	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
[ ]	ALL refuse enclosures must be city standard R-1 OR R-2 & 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 insufficient to comply with state recycling mandates. See comments for suggestions.
[ ]	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.
[X]	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	Solid Waste has no comments regarding the proposed parcel split. No changes to existing (3-can) residential solid waste services.

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

Nathan Garza, Solid Waste, 559-713-4532

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 smcnamara@calwater.com	Date: 01/22/2025 Item #: 8 Site Plan #: 25-024 Project: Mota Parcel Map Description: Split Parcel into two Applicant: Luis Mota APN: 097-242-014 Address: 1344 S Liberty

The following comments are applicable when checked:

☐ No New Comments

☐ Pulled from agenda

☒ **Water Mains**

Comments:

☒ - Water main fronting your project

☐ - No existing water main fronting this project

☒ **Water Services**

Comments: Existing service as the parcel currently sits.

☒ - Existing service(s) at this location.

- ☒ - Domestic/Commercial
- ☐ - Irrigation
- ☐ - Fire Protection

The following will be paid for by the property owner/developer:

-Any additional services for the project.
-Relocation of any existing service that is to land within a new drive approach.
-Abandonment of any existing service that is not utilized.
-If the existing service(s) is not sufficient in size to meet the customer's demand:
-Installation of the correct size service.
-Abandonment of the insufficient size service.

☐ - Service(s) will need to be installed for this project.

☒ **Fire Hydrants**

Comments:

-Fire hydrants will be installed per the Visalia Fire Departments requirements.
-If new fire hydrants are required for your project off of an existing water main:
-Cal Water will utilize our own contractor (West Valley) for the installation.
-This work is to be paid for by the property owner/developer.

☒ **Backflow Requirements**

Comments:

A backflow is required if any parcel meets any of the following parameters:
-Designated as multi-family
-Commercial building
-Has multiple dwellings (residential or commercial)
-Has multiple services
-Any combination of the following:
-Domestic/Commercial
-Irrigation
-Fire Protection

Please contact Cross Connection Control Specialist Juan Cisneros at *559-624-1670* or *visaliabackflow@calwater.com* for a backflow install packet.

Additional Comments:

☒ If your project requires the installation of Cal Water facilities, please contact New Business Superintendent Mike Andrada at *559-624-1621 or* *ssanchez@calwater.com* to receive your new business packet to start your project with Cal Water.

☐ Cal Water may work with the developer to purchase a piece of property for a future tank site and/or a new source of water.

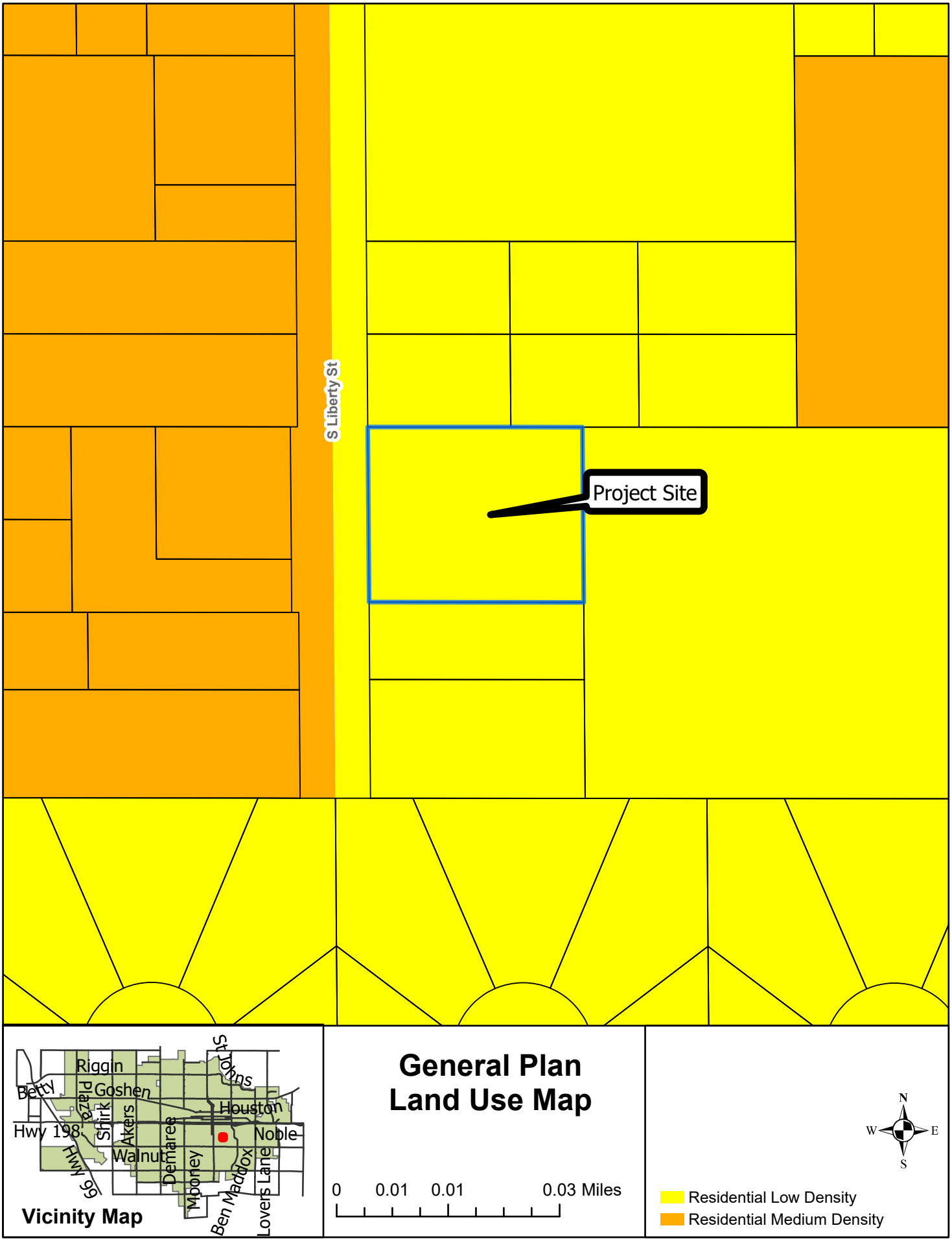
☒ If Cal Water infrastructure is to be installed on private property, a dedicated easement will be required for our infrastructure.

☒ If you need to request existing utility information, please contact Construction Superintendent Scott McNamara at smcnamara@calwater.com for the information and requirements needed to obtain this information.

☒ If a fire flow is needed for your project, please contact Distribution Superintendent Alex Cardoso at 559-624-1661 or lcardoso@calwater.com for information and requirements.

☒ If you need a construction meter for your project, please call our Operations Center at 559-624-1650.

☒ If you need to sign up for an existing service, please call 559-624-1600.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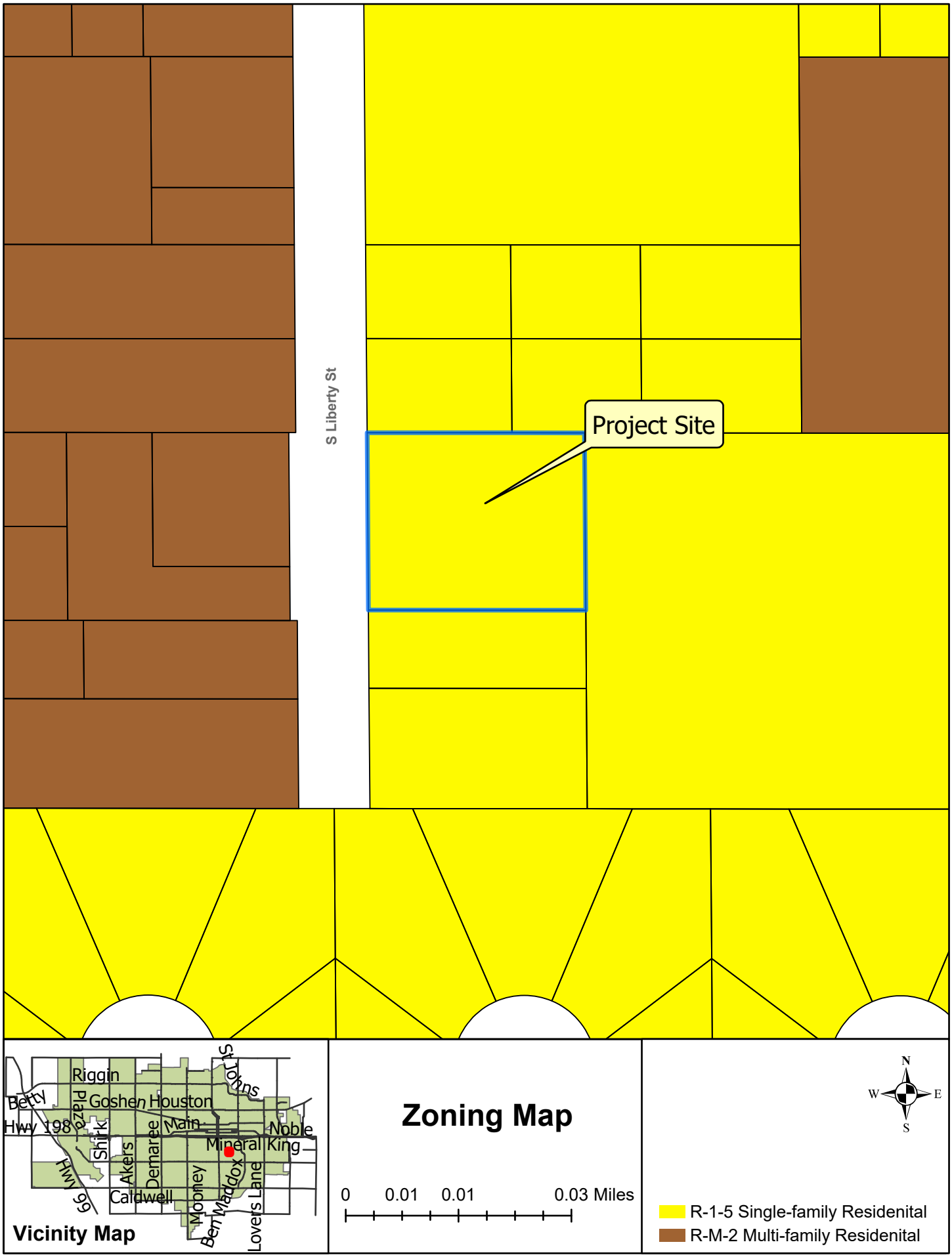
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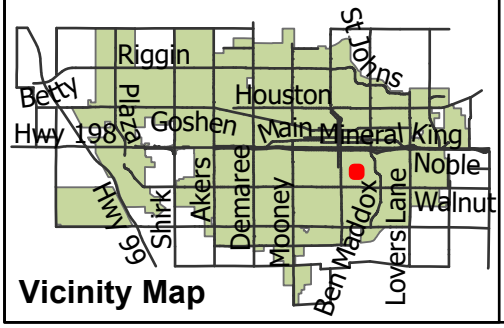

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Aerial Map

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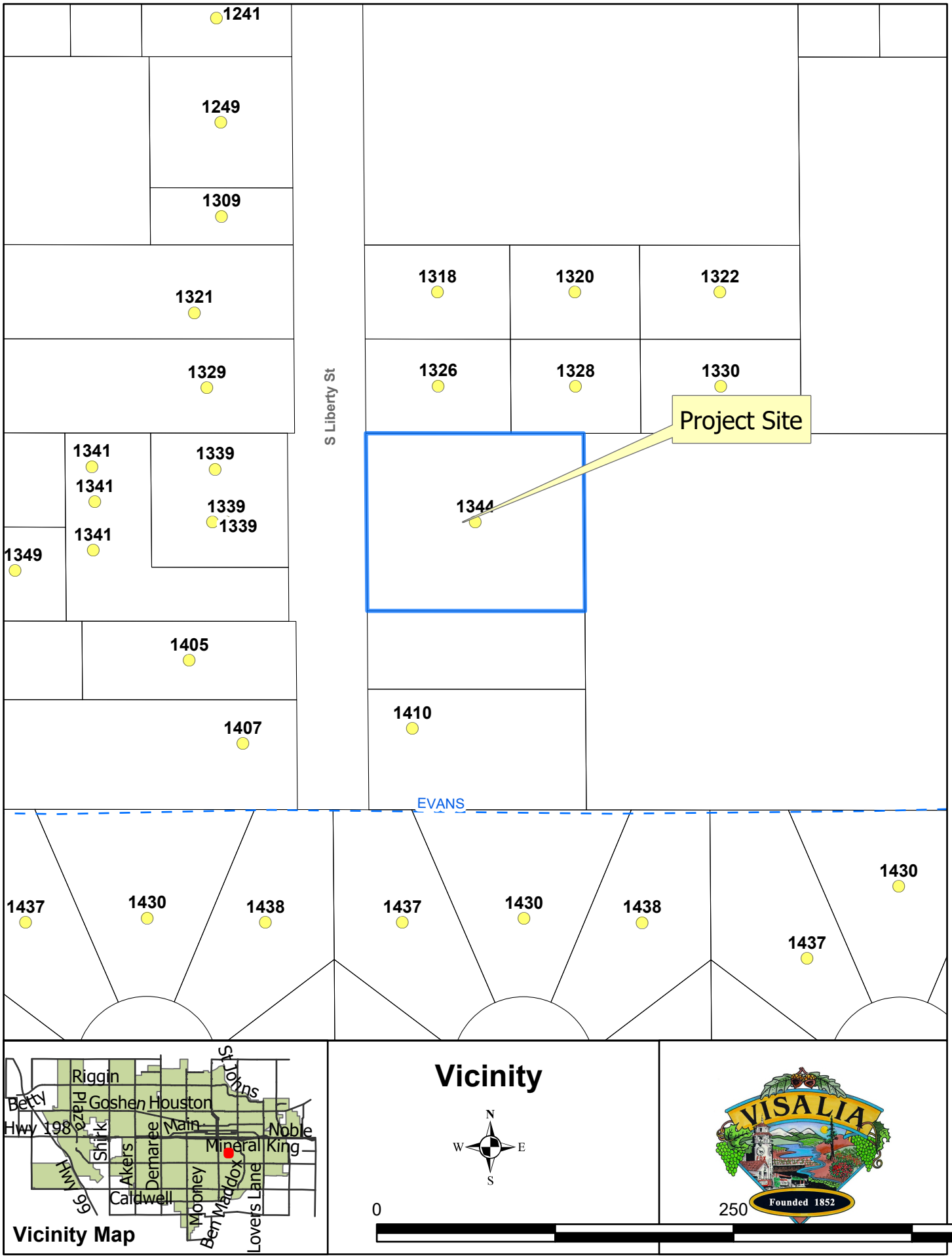
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REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: April 14, 2025

PROJECT PLANNER: Josh Dan, Senior Planner
Phone: (559) 713-4003
E-Mail: josh.dan@visalia.city

SUBJECT: **Conditional Use Permit No. 2024-45:** A request to construct a commercial development containing 66,015 square feet of retail space, three pads with drive-thru lanes, and car wash. Each parcel is proposed to measure less than five acres, and three parcels without direct street access. The site is zoned C-N (Neighborhood Commercial) Zone District.

Tentative Parcel Map No. 2024-10: A request by N&M Capital LLC to subdivide a parcel measuring 8.35 acres into 9 smaller parcels as part of the development of a commercial shopping center in the C-N (Neighborhood Commercial) Zone District.

Location: The project site is located at the northwest corner of East Walnut Avenue and South Lovers Lane (Addresses not assigned) (APN: 000-014-381).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2024-45, based upon the findings and conditions in Resolution No. 2024-82. Staff's recommendation is based on the conclusion that the request is consistent with the General Plan and Zoning Ordinance.

Staff recommends approval of Tentative Parcel Map No. 2024-10, based upon the finding and conditions in Resolution No. 2024-83. Staff's recommendation is based on the conclusion that the parcel map, as conditioned, is consistent with the policies of the City's Zoning and Subdivision Ordinances.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2024-45, based on the findings and conditions in Resolution No. 2024-82.

I move to approve Tentative Parcel Map No. 2024-10, based on the findings and conditions in Resolution No. 2024-83.

PROJECT DESCRIPTION

Conditional Use Permit No. 2024-45:
The proposed project shown in Exhibit "A", consists of a proposed unified shopping center development, to be located on 8.35 acres, with an associated tentative parcel map (see Exhibit "B") dividing the 8.35-acres into 9 parcels with a shared parking lot and vehicular access drives. Each of the 9 parcels will contain commercial uses; however, the proposed gymnasium, automated carwash, and fast-food restaurants with drive-thru lanes that are within 250-feet of residentially zoned property are conditionally permitted in the C-N (Neighborhood Commercial) zone. Details on the site development, improvements, and points of access are detailed further in the "Improvements to Rights-of-Way, Access and Circulation" section of the report below. The proposal did not include a phasing plan but will consist of 9 total buildings (see the Site Plan in Exhibit "A") consisting of the following:

Table 1-1: The HUB Proposed Parcels and Uses			
Parcel No.	***Parcel Size***	***Building Size***	***Use***
1	1.05-ac	7,800 sq. ft.	Retail
2	0.69-ac	2,450 sq. ft.	Coffee Shop (w/ drive-thru)
3	0.51-ac	3,300 sq. ft.	Retail
4	0.74-ac	3,250 sq. ft.	Quick Serve Restaurant (w/ drive-thru)
5	0.76-ac	3,250 sq. ft.	Quick Serve Restaurant (w/ drive-thru)
6	1.01-ac	4,765 sq. ft.	Automated Carwash
7	0.46-ac	2,800 sq. ft.	Retail
8	0.99-ac	18,500 sq. ft.	Grocery Store
9	2.23-ac	19,900 sq. ft.	Anchor (Gymnasium)

This project will require the widening of East Walnut Avenue and South Lovers Lane to ultimate width for each roadway, including the installation of curb, gutters, parkway landscaping, and sidewalks across the project's street frontage. These improvements are required to be installed with the first end user proposing development on the site. Right-of-way improvements are depicted on Exhibit "A", with street cross-section details being provided in the inset portions of the exhibit. The project site currently contains no improvements along either of the street frontages. The existing Shell gas station and convenience store at the corner of the intersection contain the only frontage improvements at this time.

The Operational Statement provided in Exhibit "D" indicates the types of uses, their anticipated hours of operation, and square footages proposed for the buildings within the shopping center. Please see Tables 1-1 & 1-2 (above and below) for more detail on the proposed uses, parcel and building sizes, and hours of operation. Further operational information will be required of each end-user as identified at the time of their respective Site Plan Review.

Table 1-2: The HUB Proposed Uses and Hours of Operation		
Use	***Hours***	***Days of the Week***
Car Wash	7:00 AM – 7:00 PM	7 days a week
Fast Food (x2)	5:00 AM – 12:00 AM	7 days a week
Coffee Shop	5:00 AM – 12:00 AM	7 days a week
Retail (x2)	8:00 AM – 9:00 PM	7 days a week
Grocery Store	6:00 AM – 12:00 AM	7 days a week
Anchor (Gym)	24hrs a day	7 days a week

Tentative Parcel Map No. 2024-10

The proposed tentative parcel map accompanying the shopping center request is proposing to subdivide the entire 8.35-acres site into 9 parcels as shown in Exhibit "B". The parcels range in size from 0.46 acres to 2.23 acres. All of the proposed parcels will have direct public street frontage, except proposed Parcel Nos. 3 and 6 which lack direct access to the public right-of-way. However, all parcels will be accommodated by shared pedestrian walkways and vehicular access drive aisles. In addition, shared parking is provided for each of the parcels. It should be noted that none of the proposed parcels meet or exceed the five-acre minimum lot size requirement for the C-N Zone.

As previously stated, all infrastructure improvements required for the project (including perimeter roadways, intersections, parkway landscaping, sidewalks, curb and gutter, sewer, stormwater, etc.) will be installed with the first proposed development upon the site.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Neighborhood
Zoning:	C-N (Neighborhood Commercial)
Surrounding Zoning and Land Use:	North: R-M-2 / Vacant field. South: R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area) / E. Walnut Ave., Stonebridge Subdivision Unit No. 3. East: Q-P (Quasi-Public) / S. Lovers Lane, CalFire Station. West: R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area) / Packwood Creek, Stonebridge Subdivision Unit No. 1 & 2.
Environmental Review No.:	Mitigated Negative Declaration No. 2024-74
Special Districts:	None.
Site Plan Review No.:	SPR No. 2024-130-1-1-1-1-1

RELATED PROJECTS

Conditional Use Permit No. 954 was approved in August of 1984 to allow a Planned Residential Development (PRD) at the northwest corner of Walnut and Lovers Lane which included a 10-acre commercial overlay designation on the corner.

Conditional Use Permit No. 1031 was approved in May of 1987, and revised Conditional Use Permit No. 954 to allow a Planned Unit Development with:

- 5 acres of high-density residential development (up to 108 units)
- A 9.1-acre neighborhood commercial center
- 54 single family residential units (since developed)
- The realignment of Packwood Creek.

Conditional Use Permit No. 92-31 was approved in 1993, amending Conditional Use Permit No. 1031 to include:

- 72,650 square feet of neighborhood commercial on 8.2 acres (south of Princeton Avenue)
- The athletic club described below 18, 000 square feet of professional offices (north of Princeton, along the Lovers Lane frontage).
- Created approximately 2.5 acres of high density residential (south side of Princeton Avenue alignment adjacent to Packwood Creek).

Tentative Parcel Map No. 96-08 was approved by the Planning Commission on September 15, 1996, establishing a 0.70 acre parcel which currently is the site of the Shell Gas Station at the northwest corner of South Lovers Lane and East Walnut Avenue.

Conditional Use Permit No. 2008-26 was presented to the Planning Commission on September 13, 2010, proposing the development of a 127,918 square-foot Neighborhood Shopping Center with a grocery store, pharmacy with drive-thru lane, two food/beverage retail pads with drive-thru lanes with 24-hour operation, 24-hour fuel station, and retail shops. A sign program and a request to change the established architectural theme were also proposed as a part of the project. The project included right-of-way improvements on Lovers Lane and Walnut Avenue, and the local street (Princeton Avenue) connecting to the site over Packwood Creek. Ultimately, the project was placed on hold, and changes during the subsequent General Plan and Zoning Ordinance update resulted in the project not moving forward.

PROJECT EVALUATION

Staff recommends approval of the conditional use permit and tentative parcel map based on the project's consistency with the policies of the Land Use Element of the General Plan and Zoning and Subdivision Ordinances for approval of the conditional use permit (CUP) and tentative parcel map (TPM). The following potential issue areas have been identified for the proposed project.

Site History – Thomason Development Proposal

On September 13, 2010, Conditional Use Permit No. 2008-26 was presented to the Planning Commission detailing the request to develop a 127,918 square foot neighborhood shopping center with a grocery store, pharmacy with drive-thru, two fast-food / beverage retail pads with drive-thru lanes, 24-hour fuel station, and retail shops. The request also included a sign program and a request to change the architectural themes of the overall project area.

The item was ultimately continued based on items raised during the public hearing process, including a request by the Stonebridge Steering Committee to limit the anchor store building size within Neighborhood Commercial zone. With the subsequent updates to the Visalia General Plan, adopted October 2014, and Zoning Ordinance, adopted January 2017, the overall neighborhood commercial land area at this prominent corner (14.37-acres), was reduced from 14.37-acres to 8.35-acres and the remaining northern portion of the site (6.02-acres) was redesignated to Medium Density Residential and zoned R-M-2 multi-family. The applicant for the 2008 CUP proposal elected to not refile that project.

Land Use Compatibility

Unified Shopping Center

Within the C-N zone, the proposed general retail buildings (not greater than 40,000 square feet), grocery store (not greater than 40,000 square feet), and quick service / fast food restaurant building's meeting drive-thru performance standards are uses considered permitted by-right. The gymnasium, automated carwash, and retail building pads with drive-thru uses (i.e., coffee shop) which do not meet the drive-thru performance standards also require a CUP (Conditional Use Permit) per Section 17.32.162 of the Zoning Ordinance. Through the CUP process, potential impacts can be addressed thereby ensuring compatibility between the proposed use and existing surrounding uses. Staff has concluded that, consistent with the studies provided by the applicant for the preparation of an Initial Study and Mitigated Negative Declaration for the project, the proposed carwash, drive-thru lanes, and various other commercial uses upon the site will not have a negative impact on surrounding uses and complements other commercial uses within proximity to East Walnut Avenue and South Lovers Lane as well as other commercial uses within the area. The proposal to establish a unified shopping center, anchored by a grocery store tenant, in the C-N (Neighborhood Commercial) zone is consistent with VMC Section 17.18.010 Purpose and Intent:

> *The purpose and intent of the neighborhood commercial zone district is to provide for small-scale commercial development that primarily serves surrounding residential areas, wherein small office uses as well as horizontal or vertical residential mixed use are also supported, and provide standards to ensure that neighborhood commercial uses are economically viable and also integrated into neighborhoods in terms of design, with negative impacts minimized, with multimodal access, and context-sensitive design. Neighborhood Commercial development shall be subject to design review and public input. There should be 10 to 15 dwelling units per gross acre where residential uses are included. Shopping centers shall be of a total size of 5 to 12 acres and located no closer than one mile from other General Plan designated Neighborhood Commercial locations, or from existing grocery stores, anchored by a grocery store or similar business no larger than 40,000 square feet in size, and include smaller in-line stores of less than 10,000 square feet. Alterations and additions in existing nonconforming centers may be permitted, subject to design review and conditions of approval to minimize neighborhood impacts.*

Furthermore, the proposal is consistent with the General Plan Land Use Policy LU-P-67 and General Plan Policy OSC-P-17 which provides the following purpose description of the specific policy:

LU-P-67:

> *Shopping centers in Neighborhood Commercial areas shall have the following characteristics:*

- *Anchored by a grocery store or similar business offering fresh produce, poultry, fish and meat.*
- *Include smaller in-line stores of less than 10,000 square feet.*
- *Total size of 5 to 12 acres or as shown on the Land Use Diagram; and*
- *Integrated with surrounding neighborhood uses in terms of design, with negative impacts minimized.*
- *Located no closer than one mile from other General Plan-designated Neighborhood Commercial or Community Commercial locations, or from existing grocery stores.*
- *No individual tenant shall be larger than 40,000 square feet in size. Standards for Neighborhood Commercial development also shall require design measures that create a walkable environment and require local street and pedestrian connections. Alterations and additions in existing nonconforming centers may be permitted, subject to design review and conditions of approval to minimize neighborhood impacts.*

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.*

Staff contends that the proposed unified shopping center is consistent with the purpose and intent of the Zoning Ordinance and General Plan policies listed above. The shopping center is in conformance with the scope of providing small scale commercial development which identifies a future grocery tenant anchor space (less than 40,000 square feet) that will serve the surrounding residential areas. Additionally, the project's location will also have pedestrian connectivity to residential developments via the Packwood Creek multimodal trail connecting the shopping center site to residential uses further to the northeast and west. Furthermore, the project's proposed layout minimizes negative impacts through design by installing a block wall along its western boundary, locating the carwash near the major street and away from existing residential uses, providing a pedestrian connection point to the existing pathway, and orientating buildings in a manner that maintains visual orientation and active interface with the waterway (as see in Exhibits "A" & "D" Site Plan and Renderings).

Improvements to Right-Of-Way, Access, and Circulation

The project site is located at the northwest corner of East Walnut Avenue and South Lovers Lane. Walnut Avenue is designated as an arterial roadway, which currently contains two travel lanes for through traffic, a third lane is dedicated for left-turns. Lovers Lane is also designated as an arterial roadway and contains four travel lanes with a median landscape island.

A traffic assessment was conducted by C2 Consult Corp. to study the potential impacts of the proposed shopping center on adjacent and nearby roadways within a 1/2-mile radius. The analysis determined that development of a neighborhood commercial shopping center would not have significant impacts on the existing roadways and Lovers Lane/Walnut intersection, beyond the proposed design anticipated by the City in future improvements to the intersection, subject to Right-of-Way acquisition along the state owned CalFire facility.

Currently, the Lovers Lane and Walnut Avenue intersection is not fully built out. However, the City of Visalia has a budgeted Capital Improvement Project (CIP) to address full intersection

improvements. Staff is engaging State of California officials to obtain additional right-of-way from the California Department of Forestry and Fire Protection site located on the northeast corner of Walnut Avenue and Lovers Lane. Acquisition of this additional right-of-way, including relocation of power poles, will facilitate additional lanes along Walnut Avenue east of the intersection. When the intersection is built to its ultimate design, the intersection will provide for two dedicated through lanes in each direction (north/south and east/west) and dedicated right turn and left turn lanes for north/southbound traffic and east/westbound traffic. The City's CIP Engineering staff has provided an expected timeline for improvements at this intersection. Completion of the intersection improvements is expected to occur in the summer of 2027.

The project site is largely unimproved along both the Lovers Lane and Walnut Avenue roadway frontages beyond the existing Shell gas station. The development proposal and supplemented Traffic Evaluation (see Exhibit "A" Site Plan & IS/MND No. 2024-74 Appendix of Studies, v. Traffic Evaluation and VMT Assessment) identify improvements to both Walnut Avenue and Lovers Lane in conformance with the City's identified CIP project at the Walnut and Lovers Lane intersection. Improvements include curb and gutter, sidewalk, and landscaping park strip along the project frontage and will also require roadway median installation in conformance with City standards for roadway design.

The westerly portion of the Walnut Avenue frontage includes the development of a City standard bus turnout. The one entrance point from Walnut Avenue is proposed to be a three-quarter entrance, which will not permit a left-turn out of the shopping center onto Walnut Avenue.

The Lovers Lane frontage is proposed to include two points of access. The Site Plan per Exhibit "A" details a local roadway that will straddle the two existing parcels, providing vehicular access to interior drive aisles at the north end of the project site and future multi-family residential development to the north. Improvements along Lovers Lane will include all the same improvements minus the bus turnout. The mid-development access point will be a right-in, right-out access point, whereas, the northern access point will be three-quarter access, which will not permit a left-turn north onto Lovers Lane.

As mentioned earlier in the report, a phasing plan was not included in the development plan. This has resulted in staff including Condition No. 11 for the Planning Commission's consideration. Condition No. 11 requires all street frontage improvements, including the required median improvements, to be completed with the first commercial building developed for the shopping center site. This is consistent with conditions of approval required of other shopping centers (i.e., The Commons and Oak Market Place shopping centers).

Carwash Use & Noise

The proposed automated carwash is conditionally permitted in the C-N zone. The Site Plan Review Committee concluded that the queuing lanes will provide adequate stacking area, and vehicular traffic will not obstruct any other drive aisles on-site or the public street. Any significant changes to the configuration will require a subsequent amendment to the Conditional Use Permit. Significant changes include, but are not limited to, an increase in the number of drive-thru lanes, relocating the lanes to be adjacent to public right-of-way, or the reduction of the vehicle stacking areas.

The City of Visalia, since deeming this project complete, has adopted performance standards for proposed automated carwash uses in Municipal Code Section 17.32.168 Automated Car Washes. The performance standards include:

A. *The queue lane shall not be visible from the public right-of-way. This shall be achieved by designing the site in a manner such that the queue lane is not located parallel with*

public street frontages, or by incorporating screening along a queue lane to a minimum height of three feet utilizing a combination of berms, hedges, and/or landscape materials, or solid walls if necessary.

B. *The queue lane for entering the car wash structure shall not be located within 25 feet of a residential-zoned property or a parcel containing an existing residence or a sensitive receptor.*

C. *A noise analysis addressing noise impacts in conformance with the City of Visalia's Noise Ordinance (Chapter 8.36) shall be required and accepted by the City Planner if the car wash is located within 1,000 feet of an existing residence or a sensitive receptor. Compliance of the noise levels, subject to the Visalia Noise Ordinance, shall be verified by the acoustical consultant or their designee prior to operation.*

D. *For car washes requiring a noise analysis, hours of operation beyond 7:00 p.m. shall only be permissible if supported by a noise analysis that confirms the car wash will not be inconsistent with the City of Visalia's Noise Ordinance (Chapter 8.36).*

E. *A traffic study which analyzes the impact of the proposed carwash on adjacent and nearby intersections may be required. The limits of this study shall be established by the City Engineer.*

F. *Adequate means of eliminating grease and oils from drainage systems shall be provided, such as through the installation of a sand-oil separator.*

Staff found that although these performance standards have been newly adopted, the proposed configuration and location of the carwash, including conditions for this use, are consistent with the above mentioned performance standards.

An acoustical analysis (see IS/MND No. 2024-74 Appendix of Studies, iv. Acoustical Analysis) was conducted by 45dB Acoustics LLC ("**45dB**") for the proposed commercial development and automated carwash at the project site as shown on the Site Plan per Exhibit "A". The analysis utilized published traffic counts input into a noise propagation model (SoundPLAN®) along with sound levels for the proposed uses, which the analysis summary states is based upon noise measurements. Existing noise levels were modeled for the site, including the dominant traffic noise from Lovers Lane and Walnut Avenue. Based on the ambient noise levels exceeding the baseline standards, these updated ambient noise levels were than analyzed and re-evaluated to incorporate the principal noise sources associated with the proposed automatic carwash, drive-through speaker systems, and associated delivery and customer traffic throughout the parking lots to determine if noise generated by the proposed project would exceed the City's Noise Ordinance and Noise Element exterior noise level limits.

45dB Acoustics LLC identified, based on their analysis and assumptions about the noise sources for the proposed project, mitigation is not required and the buildout of the shopping center would comply with the City Noise Ordinance and Noise Element. Further, they concluded that the project will not have a significant noise impact, per the CEQA Guidelines for Noise. Furthermore, the analysis identifies that without an identified end user(s) and specific equipment for those users, compliance is dependent upon known data used by the acoustical analyst including that first measured automated carwash dryers, drive-thru loudspeakers, and delivery idling or refrigeration trucks on-site.

Staff has included Condition No. 13, requiring that any carwash developer demonstrate compliance with the layout of the site and with the acoustical analysis by detailing their equipment and operations are consistent with the acoustical analysis provided and the City's Noise Ordinance standards. Further, the condition will require the end-user to provide readings of the equipment prior to certificate of occupancy showing compliance. Inability to comply with

the requirements of the Condition of Approval No. 13 will require the end user to prepare an additional noise study to identify mitigation measures to bring the carwash use into compliance with the City's Noise Ordinance.

Retail Shops & Drive-Thru Out-Pad Buildings

Retail uses within the shopping center consists of five buildings; two major tenants (a grocery store and a prospective gym), and three more tenant spaces identified as retail as shown on Exhibit "A". Both major tenant spaces are sized 18,500 and 19,900 square feet respectively, which is consistent with the C-N zone. No tenants for these two major tenant buildings have been identified at this time. Staff has included Condition No. 7, requiring Site Plan Review (SPR) once a tenant has been identified to occupy their respective building space to ensure consistency with the overall master planned shopping center and the City's municipal code. Any significant changes requested by the tenant may result in a subsequent amendment to this CUP.

The proposed development also provides for other smaller attached and detached retail buildings, measuring 2,800 square feet, 3,300 square feet and 7,800 square feet, respectively. No tenants have been identified for either of these spaces at this time. As noted above, prospective tenants will be required to submit to SPR and detail their use and hours of operation to determine consistency with this entitlement and municipal code.

The fast-food restaurants on parcels 4 and 5 of the TPM will be situated along South Lovers Lane, north of the existing Shell gas station, away from residential areas. These two buildings mirror each other in design and layout, measuring 3,250 square feet, but straddle an entrance aisle into the shopping center from Lovers Lane.

Section 17.32.162 of the Zoning Ordinance list performance standards to be applied to commercial uses that incorporate a drive-thru lane. 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.

The drive-thru lanes proposed for these two building pads comply with the standards listed above. The drive-thru lanes can accommodate at least 10 vehicles and are oriented to not obstruct traffic within the parking lot or access drives. Per the conceptual landscaping plan in Exhibit "E", shrubbery will be installed to screen drive-thru lanes from view of the public streets.

However, the building pad that is identified as a potential coffee use is less than 250-feet from property planned and zoned residential to the south of the project site. As a result of the drive-thru use being less than 250-feet (per GIS measurement the use is within 212-feet to the residential neighborhood to the south), a CUP is required for this retail building with drive-thru lane. However, all other provisions of Section 17.32.162 are met, and the applicant will incorporate a berm along East Walnut Avenue to the south in an effort to further screen the drive-thru use from the roadway and residences across south of Walnut Avenue.

Gymnasium

The gymnasium is identified to be one of the anchor tenants at the site; however, the applicant has not provided a known tenant for this building. The tenant space for the use is expected to measure 19,900 square feet. The Site Plan in Exhibit “A”, shows that there is no outdoor component associated with the use. The applicant, in Exhibit “C” Operational Statement, has identified that the gym use is intending to retain a 24-hour operations format.

Staff supports the proposed gymnasium use but would recommend the hours of operation be consistent with the other hours of operation as noted in the operational statement which notes several of these potential businesses/uses ceasing operation by 12:00 a.m. Staff has included Condition No. 15 requiring that any gymnasium tenant close by 12:00 a.m. The request to limit 24-hour operations for businesses in this neighborhood shopping center is consistent with the purpose and intent of the C-N zone which caters to residential uses by having these center operate in a manner that is consistent and compatible with sensitive land uses.

Parking

Per VMC Chapter 17.34 the required number of parking stalls for a major shopping center is one stall for every 225 square feet of building area. Total square footage for all buildings proposed is 66,015 square feet, requiring 293 parking stalls. Per the Site Plan in Exhibit “A”, a total of 293 stalls are proposed to be provided, meeting the parking requirement. The applicant has indicated that the site will have shared parking, which will accommodate minor variations in parking demand between the commercial uses. Condition No. 9 of the CUP requires a Shared Access and Parking Agreement be established for the entire shopping center prior to the issuance of any building permit.

Setbacks

The landscape setbacks along both Walnut Avenue and Lovers Lane are in compliance with the requirements of the C-N Zone. Lovers Lane landscaping setbacks will be consistent with the existing Shell gas station at the southern corner of the site.

The shopping center will function as a unified development. The Walnut Avenue frontage, which is considered the front yard area of the shopping center, is expected to exceed the minimum 15-foot front yard setback requirement. The Lovers Lane frontage will also be expected to exceed the minimum 10-foot street side yard setback along this frontage. The proposed buildings along these frontages comply with the required front and side yard setbacks.

Utilities

Southern California Edison (SCE) utility equipment is located along both road frontages of the project site. Improvement of the Walnut Avenue and Lovers Lane intersection will necessitate relocation of the equipment. CUP Condition of Approval No. 14 is included requiring relocation of the equipment in compliance with the standards of SCE. Although the intersection improvement will require full cooperation with the City’s project, the developer of the shopping center will pay their fair share for relocation and improvements.

Tentative Parcel Map No. 2024-10

Parcel Design

The shopping center CUP is coupled with a tentative parcel map (TPM) proposal to divide the project site into 9 parcels. The TPM provided in Exhibit “B” also proposes division of the project site into parcels smaller than the five-acre minimum lot size requirement of the C-N Zone. Of the 9 proposed parcels, none of them meet the lot size requirement, with the largest measuring

only 2.22-aces. Per Section 17.030.015.A of the VMC, parcels smaller than required by zoning can be created upon approval of an acceptable master plan.

The TPM is associated with the master planned CUP development proposal for a unified shopping center, the smaller parcels, and parcels without street frontage can be approved. Currently, there are similar sized parcels, and/or parcels without street frontage in numerous shopping center developments including the adjacent shopping center to the north.

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 TPM.

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 map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.
(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 map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Regional Commercial use. This is included as recommended Finding No. 3 of the Tentative Parcel Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Regional Commercial use. This is included as recommended Finding No. 4 of the Tentative Parcel Map.
(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 improvement of the map has been not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat. This finding is further supported by the project's Mitigated Negative Declaration determination under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Parcel Map.

(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 Parcel Map.
(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 map does 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 Parcel Map.

AB 52 Tribal Consultation

In accordance with the notification procedures prescribed by AB 52 (CEQA-Tribal Cultural Resources) the City of Visalia contacted a number of Native American tribes with potential ties to the project site and possible cultural resources within it. A total of five tribes were contacted, as well three Native American organizations. None returned with comment or request.

Environmental Review

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. Initial Study and Mitigated Negative Declaration No. 2024-74 included the following studies: Air Quality & Green House Gas Estimates Memorandums (12-13-2024 & 12-18-2024), Biological Resources Evaluation, Phase I Cultural Resources Assessment, Acoustical Analysis, and Traffic Evaluation and Vehicle Miles Traveled Assessment. Of all the studies completed, only the Biological resources Evaluation (BRE) identified that the site has the potential to be used for nesting by a variety of avian species, including the Loggerhead Shrike, a California species of special concern. The BRE identified that impacts would be considered less than significant with mitigations pertaining to construction timing subject to the incorporation of the mitigation monitoring program listed below:

Mitigation Measure	Responsible Party	Timeline
Mitigation Measure 4a (Construction Timing). If **feasible**, future construction activities will take place entirely outside of the avian nesting season, defined here as February 1 to August 31.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4b (Preconstruction Surveys). If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within 250 feet.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4c (Avoidance of Active Nests). Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.

Staff recommends that Mitigated Negative Declaration No. 2024-74 be adopted for this project.

RECOMMENDED FINDINGS

Conditional Use Permit No. 2024-45

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.
   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.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2024-74 can be adopted for this project.

Tentative Parcel Map No. 2024-10

1. That the proposed location and layout of Tentative Parcel Map No. 2024-10, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
2. That the proposed Tentative Parcel Map No. 2024-10, 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 parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development, a multimodal pathway along Packwood Creek.
3. That the site is physically suitable for the proposed tentative parcel map. Tentative Parcel Map No. 2024-10 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 bordered by existing commercial development, a multimodal trail along Packwood Creek, and the tentative parcel map will separate commercial uses within the planned development.
4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Regional General Plan Land Use Designation. The proposed location and layout of Tentative Parcel Map No. 2024-10, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
5. That the proposed Tentative Parcel Map No. 2024-10, design of the tentative map 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 parcel map. The tentative parcel map is designed to comply with the City's Engineering Improvement Standards.
6. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2024-74 can be adopted for this project.

RECOMMENDED CONDITIONS

Conditional Use Permit No. 2024-45

1. That the project be developed in substantial compliance with Site Plan Review No. 2024-130-1-1-1-1-1.
2. That the project will be developed in substantial compliance with the Site Plan in Exhibit “A”, Operational Statement in Exhibit “C”, Architectural Renderings in Exhibit “D”, and Conceptional Landscaping Plan in Exhibit “E”. Any subsequent changes to the development plan layout shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibit “D” be used consistently on all buildings throughout the project site.
4. That prior to final occupancy of any building proposed in Exhibit “A”, the applicant/developer shall verify that the parking lot lighting does not exceed an output of 0.5-foot candles measured at property line. The applicant/developer shall have their electrical or construction contractor conduct a light measurement to be submitted and verified by Planning staff prior to final occupancy. Failure to meet requirements as specified in the photometric plan shall result in non-operation of the site until light levels are met.
5. Parking lot pole lighting and building wall pack lighting on the building exteriors shall be designed and screened to direct light downward.
6. That onsite and offsite landscaping for the shopping center complex and right-of-way areas be in substantial compliance with the landscaping plan in Exhibit “E”. Landscaping and irrigation plans shall be included with or prior to first building permit.
7. That as tenants are identified for the shopping center those users shall submit exhibits to Site Plan Review (SPR) demonstrating compliance with the Site Plan in Exhibit “A”, Parcel Map in Exhibit “B”, Operational Statement in Exhibit “C”, Landscaping in Exhibit “E”. Failure to show significant compliance with the approved exhibits will require the applicant to amend the Conditional Use Permit.
8. That CC&R’s including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R’s and/or vehicular access agreements shall address property owners’ responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R’s or vehicular access agreements verifying compliance with these requirements prior to the CC&R’s recordation.
9. That a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits.
10. That the order/menu boards associated with the drive-thru lanes for the carwash, fast food, and coffee use drive-thrus as shown in Exhibit “A” maintain Community Noise Standards as provided in Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and be screened from view of public streets as required by Visalia Municipal Code Section 17.32.162.
11. That the applicant shall construct all right-of-way improvements to Walnut Avenue and Lovers Lane, which include widening the streets and constructing the required median

island along the project site frontages, as depicted in Exhibit "A". Right-of-way improvements shall include installation of park strip landscaping, curb, gutter, sidewalk, ramps, streetlights, fire hydrants, and other improvements as required in the Site Plan Review comments, as stated in Condition No. 1. All of the required right-of-way improvements shall be completed with the first development to the site, subject to the Engineering Development Division review.

12. That not more than ten consecutive parking stalls shall be allowed without an approved landscaped tree well of eighty (80) square feet or more.

13. Prior to operating the carwash, the identified tenant/developer shall verify that the carwash equipment does not exceed Community Noise levels as identified in the attached acoustical analysis. The applicant/developer shall have their acoustical noise consultant conduct noise measurements for the carwash prior to operating and prepare a report, submitted to staff, that demonstrates compliance with the measures as identified in the acoustical analysis prepared for the project. The noise compliance report shall be submitted and reviewed and approved by Planning staff prior to operation of the carwash. Failure to meet the noise requirements as specified in the acoustical analysis and City's Noise Ordinance shall result in non-operation of the carwash until noise levels are met as identified in the acoustical analysis.

14. That the applicant shall relocate existing utility services including Southern California Edison (SCE) equipment as required by the Engineering Division.

15. That the Gymnasium tenant cease customer use of the facility at 12:00 AM, consistent with the remainder of the other uses on the site. Any changes to the hours of operation requested by the tenant will result in a subsequent filing for an amendment to this Conditional Use Permit (CUP).

16. That all applicable federal, state, and city laws and codes and ordinances be met.

17. That all of the conditions and responsibilities of Conditional Use Permit No. 2024-45 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.

20. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2024-74 are hereby incorporated as conditions of this Conditional Use Permit as follows:

Mitigation Measure	**Responsible Party**	**Timeline**
Mitigation Measure 4a (Construction Timing). If **feasible**, future construction activities will take place entirely outside of the avian nesting season, defined here as February 1 to August 31.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4b (Preconstruction Surveys). If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within 250 feet.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.

Mitigation Measure 4c (Avoidance of Active Nests). Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.

Tentative Parcel Map No. 2024-10

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2024-130-1-1-1-1-1.
2. That the tentative map be prepared in substantial compliance with Exhibit “B”.
3. That a common access, maintenance, and landscaping agreement be entered into for all project parcels.
4. That Conditional Use Permit No. 2024-45 be approved, and that requirements of the use permit that relate to this map shall be fulfilled.
5. That CC&R’s including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R’s and/or vehicular access agreements shall address property owners’ responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners’ are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R’s or vehicular access agreements verifying compliance with these requirements prior to the CC&R’s recordation.
6. That each parcel shall have separate utilities.
7. That all applicable federal, state, and city laws and codes and ordinances be met.

APPEAL INFORMATION

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. 2024-82 (CUP)
- Resolution No. 2024-83 (TPM)
- Exhibit "A" – Site Plan
- Exhibit "B" – Tentative Parcel Map
- Exhibit "C" – Operational Statement
- Exhibit "D" – Architectural Renderings
- Exhibit "E" – Conceptual Landscaping Plan
- Initial Study / Mitigated Negative Declaration No. 2024-74
  1. Appendix of Studies:
     i. Air Quality & GHG Estimates Memorandums,
     ii. Biological Evaluation,
     iii. Phase 1 Cultural Resources Assessment
     iv. Acoustical Analysis
     v. Traffic Evaluation & VMT Assessment
- Site Plan Review No. 2024-130
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Vicinity Map

RELATED PLANS AND POLICIES

Subdivision Ordinance (Visalia Municipal Code Title 16), Chapter 16.28

PARCEL MAPS

16.28.010 Purpose.

The council incorporates this chapter in its subdivision ordinance in order to establish the requirements and procedures for processing subdivisions that are authorized to be made through the parcel map procedure by Sections 66426 and 66428 of the Government Code of the state of California. Where a tentative parcel map is required, a vesting tentative parcel map may be filed conferring development rights as indicated in Chapter 16.20.

16.28.020 Advisory agency.

The Planning Commission is designated as the advisory agency referred to in Article 2 of the Subdivision Map Act and is charged with the duty of making investigations and reports on the design and improvement of proposed divisions of land under this chapter. The city planner is designated as the clerk to the advisory agency with authority to receive parcel maps.

16.28.030 Review by Site Plan Review Committee.

A. All tentative parcel maps shall be reviewed by the Site Plan Review Committee prior to the submission of said tentative parcel map to the Planning Commission.

B. The Site Plan Review Committee shall examine and review the following:

1. The completeness and accuracy of the tentative parcel map and the suitability of the land for purposes of subdivision;
2. Conformity of the overall design of the subdivision to the general plan and all pertinent requirements of this chapter and other laws and plans of the city;
3. The provisions for, and suitability of street improvements, underground utilities, fire hydrants, street lights, storm drains, streets, trees and sidewalks. The adequacy of the water supply, solid waste collection, sewage disposal and easements for utilities and drainage;
4. Provisions for public areas, including parks, schools, public utilities facilities, public bus stops and turnouts, etc.

C. If any portion of the subdivision is in conflict with any of the requirements of this chapter, other ordinances, or state law, the Site Plan Review Committee shall, to the best of its ability, advise the subdivider of such conflicts.

D. The Site Plan Review Committee may deem it advisable to recommend additional improvements, easements, or dedications, to be included, in which case the subdivider shall be duly informed of the nature of the recommendations following the Site Plan Review Committee meeting.

E. The Site Plan Review Committee shall make a report of its recommendations to the Planning Commission, and shall furnish a copy of that report to the subdivider, in writing, no less than three days prior to the Planning Commission meeting at which the tentative parcel map is to be considered by the commission.

16.28.040 Tentative parcel maps.

A. The person or agency dividing land under this section shall file a tentative parcel map with the community development director not less than thirty (30) days before the date of the commission meeting at which such map is to be considered. Such filing shall be prior to the start of any grading or construction work within the proposed division of land. The tentative parcel map shall be submitted in the same manner as provided for subdivisions as to area

improvement and design, flood and water drainage control, and as to required public improvements.

B. A person desiring to divide land subject to the provisions of this chapter shall submit the tentative parcel map, therefore in accord with the following requirements:

1. Filing. Twenty-five (25) copies of the tentative parcel map shall be filed with the community development director. The tentative parcel map shall be legibly drawn, on eighteen (18) inch by twenty-six (26) inch tracing paper suitable for reproduction, to a scale and in a manner to best illustrate the proposed division.

2. Fees. At the time of filing of the tentative parcel map, a fee shall be paid to the city in such amount as may be established by the City Council, on a yearly basis, by resolution.

3. Acceptance. The city engineer and community development director shall examine any such tentative parcel map within five working days of presentation and shall not accept such map unless the map is in full compliance with the provisions of this chapter and the Subdivision Map Act of the state of California, as to form, data, information, and other matters required to be shown on or furnished therewith.

4. Distribution. The community development director shall immediately forward copies of the tentative parcel map to each of the following when affected:

a. Southern California Gas Company;

b. Southern California Edison Company;

c. California Water Service;

d. AT&T;

e. Comcast Cable;

f. Visalia Unified School District.

5. Agency Action. With the exception of school districts, the agency receiving a copy of the tentative parcel map shall file a report within fifteen (15) days after the receipt thereof. School districts shall respond within twenty (20) working days of the date on which the notice was mailed to the school district for comment. If a reply is not received prior to the meeting at which consideration of the map is made, it will be assumed that the map conforms to the requirements of the particular agency concerned.

16.28.050 Form and content.

The tentative parcel map shall contain the following information:

A. The name and address of the engineer or surveyor preparing the map and the legal owner of record of the land, and the applicant, if different from the legal owner of record;

B. The boundary lines of the entire parcel, including the area to be divided, with dimensions based on existing survey data or property descriptions;

C. The proposed division lines, approximate dimensions, and approximate acreage or square footage of each proposed parcel;

D. The identification of each parcel with a number designation;

E. All existing surface and underground structures and improvements located on the original parcel, together with their dimensions, the distances between them, the distances to division and property lines, and the number of stories or the height of each structure;

F. The names, widths and locations of all existing and proposed streets abutting or traversing the original parcel, and a statement if the street is private and/or a statement if the street does not actually exist on the ground;

G. The location, purposes, width and recorded owners of all existing and proposed easements or private rights-of-way abutting or traversing any part of the original parcel easement boundaries shall be shown by means of dotted lines;

H. An accurate description of the original parcel;

I. The date of preparation, north arrow and scale of the drawing. Said scale shall be large enough to show all details clearly and enough sheets shall be used to accomplish this end;

J. The existing and proposed uses of the property;
K. The proposed method of sewage disposal;
L. The proposed domestic water supply;
M. The assessor's parcel numbers;
N. The proposed street names;
O. The approximate location and width of watercourses or areas subject to inundation from floods, and the location of structures, irrigation ditches and other permanent fixtures;
P. Any railroads;
Q. The approximate radius of curves;
R. A location map showing the original parcels and the surrounding area;
S. The existing zone district designation of the original parcels;
T. The proposed use of the property;
U. Oak trees having a trunk diameter exceeding four inches, measured at a point five feet above the existing ground level;
V. The proposed method of solid waste collection;
W. The proposed public bus stops and turnouts, if any;
X. A map showing the properties within a three hundred (300) foot radius of the proposed tentative parcel map and a property owners list keyed to the three hundred (300) foot radius map.

16.28.060 Hearing and notice.

A. The city Planning Commission shall hold a public hearing on an application for a tentative parcel map or vesting tentative parcel map.
B. Notice of a public hearing shall be given not less than ten days or 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 proposed for subdivision.

16.28.070 Consideration of tentative parcel maps.

The commission shall review the tentative parcel map and approve, conditionally approve, or disapprove the map within thirty (30) days after the receipt of such map, or at such later date as may be required to concurrently process the appurtenant environmental documents required by state law and local regulations adopted in implementation thereof.

16.28.080 Appeals.

If the applicant is dissatisfied with the decision of the Planning Commission, he may, within ten days after the decision of the Planning Commission, appeal in writing to the council for a hearing thereon. Such hearing need not be concluded on the day thus set but may be continued.

16.28.090 Time limit on tentative parcel map.

Failure to file a final parcel map with the county recorder within twenty-four (24) months after the date of approval or conditional approval of the tentative parcel map shall automatically revoke said approval, and a final parcel map shall not be recorded until a new tentative parcel map has been filed and approved in accordance with the provisions of this chapter. However, upon application by the owner or his authorized agent, an extension of not more than an additional thirty-six (36) months may be granted by the Planning Commission. If the Planning Commission denies an application for an extension of time, the owner or his authorized agent may appeal the action to the City Council in the manner set forth in Section 16.28.080.

16.28.100 Improvements.

Pursuant to the provisions of the Subdivision Map Act, the subdivider shall install, construct and/or provide all on or off-site improvements as recommended by the city engineer and as required by the commission. Such improvements shall be limited to the dedication of rights-of-way, easements and the construction of reasonable off-site and on-site improvements for the parcels being created. The nature, extent and design of such improvements and the guaranteeing of completion thereof shall be in full conformance with the provisions in Chapter 16.36.

16.28.110 Right-of-way dedications.

A. Pursuant to the Subdivision Map Act, the subdivider shall provide such dedication of right-of-way and/or easements as may be required by the Planning Commission.

B. The Planning Commission may, at its discretion, require that offers of dedication or dedication of streets include a waiver of direct access rights to any such streets from any property shown on the final map as abutting thereon, in accord with the provisions of the Subdivision Map Act.

16.28.120 Final parcel maps.

Within the time limit designated in Section 16.28.090 and upon the accomplishment of all dedications by certification on the map and required construction of all public improvements, or the execution of an agreement and provision of surety providing therefore, and the payment of all applicable fees and charges, the applicant may file a final parcel map with the city engineer and community development director, who shall approve the final parcel map if it substantially conforms to the approved tentative parcel map and all applicable provisions of the Subdivision Map Act and this chapter. The appropriate certificates, as provided by the applicant in accordance with the provisions of the Subdivision Map Act, shall be signed by the city engineer and community development director upon the parcel map, and the final parcel map shall be transmitted by the city clerk to the clerk of the county board of supervisors for ultimate transmittal to the county recorder.

16.28.125 Filing.

The subdivider may file the original and three (3) copies of the final parcel map and required accompanying data with the city engineer. When a final parcel map is submitted to the city engineer in accordance with this code, it shall be accompanied by the following documents:

A. Plans, profiles and specifications of the proposed public and private improvements, designed in accord with the requirements of the city engineer;

B. A filing fee to cover the expense of checking in an amount to be established by the City Council from time to time by resolution;

C. A preliminary subdivision guarantee issued by a title insurance company, in the name of the owner of the land, issued to or for the benefit and protection of the city, showing all parties whose consent is necessary and their interest therein, except where the land included in such subdivision is registered under the Land Registration Act. If the land is so registered, a copy of the certificate of title shall be furnished, certified.

D. Calculation and traverse sheets, used in computing the distances, angles and courses shown on the final map and ties to existing and proposed monuments, and showing closures, within the allowable limits of error specified in the ordinance, for exterior boundaries of the subdivision and for each irregular block or lot of the subdivision.

E. Two (2) copies of the proposed deed restrictions, if any.

16.28.130 Survey requirements.

If the division of land creates four or less parcels, the final parcel map may be compiled from recorded or filed data when survey information exists on recorded or filed maps to sufficiently locate and retrace the exterior boundary lines of the final parcel map and when the location of at least one of these boundary lines can be established from an existing monumented line. In all other cases, the final parcel map shall be based on a field survey of the land conducted in accordance with the Land Surveyor's Act of the state of California. All new lot corners shall be monumented and based on a field survey.

16.28.140 Information on final parcel map.

A. Each parcel shall be consecutively numbered. Each parcel shall have its area shown to the nearest one-hundredth (0.01) of an acre or nearest square foot. The exterior boundary of the land included within the parcel or parcels being created shall be indicated by a distinctive border. Such border shall not interfere with the legibility of figures or other data. The map shall show the definite location of such parcel or parcels, and particularly the relationship to existing surveys.

B. Each final parcel map shall contain the following information:

1. The tentative parcel map number and date of preparation;
2. The tract name, date, north arrow and scale;
3. A general description of the land included;
4. Names and addresses of the owners of the property being divided;
5. The location, names without abbreviations, and right-of-way widths of all:

a. Proposed streets;
b. Proposed public areas and easements; and
c. Adjoining streets;

6. All dimensions shall be in feet and decimals of a foot to the nearest one-hundredth of a foot (0.01’); all necessary angles and bearings shall be provided to the nearest second of a degree (00º-00’-01”);
7. The dimensions of all lots, including lot area in square feet, and a lot number for each lot;
8. The centerline data for streets including bearings and distances;
9. The radius, arc length, and central angle of curves;
10. Suitable primary survey control points;
11. The location and description of permanent monuments;
12. The boundaries of any public and/or private easement, whether an easement of record or a prescriptive easement, shall be shown; the party holding interest in the easement shall be shown on the map;
13. Location and widths of all easements to be dedicated, if required;
14. The location and widths of watercourses and areas subject to inundation and location of selected flood lines within the parcels being created; properties located in a Special Flood Hazard Area shall comply with all requirements of Chapter 15.60;
15. Ties to any city or county boundary lines involved;
16. Required Certifications;

a. All required dedications of rights-of-way or easements shall be certified on the final parcel map in accordance with Section 66447 of the Subdivision Map Act;
b. All parties having any record title interest in the real property subdivided shall sign a certificate on the final parcel map in accordance with Subsection 66445(e) of the Subdivision Map Act;
c. A certificate of the registered civil engineer or licensed land surveyor who prepared the survey and the final parcel map, in compliance with Section 66449 of the Subdivision Map Act;

d. A certificate for execution by the City Engineer/ City Surveyor that complies with Section 66450 of the Subdivision Map Act;
e. A certificate for execution by the city planner on behalf of the parcel map committee certifying that the final parcel map conforms to the approved tentative parcel map; and
f. All other certificates as required;
17. Any other requirements of the Subdivision Map Act.
B. The final parcel map shall contain survey information that only affects record title interest. However, additional survey and map information such as, but not limited to, building setback lines, flood hazard zones, seismic lines and setback, geologic mapping and archaeological sites, if appropriate, shall be shown on an additional map sheet that shall indicate its relationship to the final parcel map, and shall contain a statement that the additional information is for informational purposes, describes conditions as of the date of filing, and is not intended to affect record title interest. The additional map sheet may also contain a notation that the additional information is derived from public records or reports, and does not imply the correctness or sufficiency of those records or reports by the preparer of the additional map sheet. The acceptance of the additional map sheet by the city, similarly does not imply the correctness or sufficiency of those records or reports. The additional map sheet shall be recorded simultaneously with the final parcel map.

16.28.150 Waiver of final parcel map.

The Planning Commission or City Council may, at its discretion, waive the final parcel map when a finding is made that the proposed division of land complies with the requirements established by this chapter as to area, improvement and design, floodwater drainage control, appropriate improved public roads, sanitary disposal facilities, water supply availability, environmental protection, and other requirements of this chapter.

16.28.160 Amending of parcel maps.

After a parcel map is filed in the office of the county recorder such a recorded parcel map may be modified by a certificate of correction or an amending map if the local agency finds that there are changes in circumstances that make any or all of the conditions of such a map no longer appropriate or necessary and that the modifications do not impose any additional burden on the present fee owner of the property, and if the modifications do not alter any right, title or interest in the real property reflected on the recorded parcel map and the local agency finds that the map, as modified, conforms to the provisions of Section 66474 of the Subdivision Map Act. Any such modifications shall be set for public hearing as provided for in Section 16.28.060 of this chapter. The legislative body shall confine the hearing to consideration of an action on the proposed modification.

16.16.030 Tentative subdivision maps.

A. The tentative map shall be prepared by a registered civil engineer or a licensed land surveyor in accord with the provisions of the Subdivision Map Act and this title and shall be filed with the city planner. Such filing shall be prior to the completion of final surveys of streets and lots and before the start of any grading or construction work within the proposed subdivision.

B. A minimum of thirty (30) copies of the tentative map, and accompanying reports and statements shall be submitted to the city planner at the time of filing. Filing of required documents will be deemed official upon written receipt from the city planner. (Ord. 9605 § 32 (part), 1996: prior code § 9100)

16.16.090 Staff reports.

Any report or recommendation on a tentative map by the staff of the commission or council shall be in writing and a copy thereof served on the subdivider at least three days prior to any hearing or action on such map by the commission or council. (Prior code § 9135)

16.16.100 Hearing and notice.

A. The city planning commission shall hold a public hearing on an application for a tentative subdivision map or vesting tentative subdivision map.

A. Notice of a public hearing shall be given not less than ten days or 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 proposed for subdivision. (Prior code § 9140)

16.16.110 Commission approval.

Within fifty (50) days after the tentative map has been filed with the city planner or at such later date as may be required to concurrently process the appurtenant environmental impact review documents required by state law and local ordinances, the commission shall report in writing to the subdivider their decision regarding approval, conditional approval, or disapproval of the map and the conditions on which such action is based. (Ord. 9605 § 32 (part), 1996: prior code § 9145)

16.16.120 Council action.

The city council may overrule or modify any ruling or determination of the commission in regard to a tentative map and may make conditional exceptions if special circumstances pertaining to the property involved justify a variance from the provisions of this title. (Prior code § 9150)

16.16.130 Expiration of maps and extensions.

A. Expiration. The approval or conditional approval of a tentative map shall expire twenty-four (24) months from the date the map was approved or conditionally approved.

B. Extension. The person filing the tentative map may request an extension of the tentative map approval or conditional approval by written application to the city planner who shall forward it to the planning commission for action. Such application shall be filed before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.

C. Time Limit on Extensions. An extension or extensions of tentative map approval or conditional approval shall not exceed an aggregate of three years. (Ord. 9605 § 32 (part), 1996: prior code § 9155)

Section 16.28.080 Appeals.

If the applicant is dissatisfied with the decision of the planning commission, he may, within ten days after the decision of the planning commission, appeal in writing to the council for a hearing thereon. Such hearing need not be concluded on the day thus set but may be continued. (Prior code § 9245)

Section 16.28.110 Right-of-way dedications.

A. Pursuant to the Subdivision Map Act, the subdivider shall provide such dedication of right-of-way and/or easements as may be required by the planning commission.

B. The planning commission may, at its discretion, require that offers of dedication or dedication of streets include a waiver of direct access rights to any such streets from any

property shown on the final map as abutting thereon, in accord with the provisions of the Subdivision Map Act. (Prior code § 9260)

Chapter 16.28: PARCEL MAPS

Section 16.28.020 Advisory agency.

The planning commission is designated as the advisory agency referred to in Article 2 of the Subdivision Map Act and is charged with the duty of making investigations and reports on the design and improvement of proposed divisions of land under this chapter. The city planner is designated as the clerk to the advisory agency with authority to receive parcel maps. (Ord. 9605 § 32 (part), 1996: prior code § 9215)

Section 16.28.060 Hearing and notice.

A. The city planning commission shall hold a public hearing on an application for a tentative parcel map or vesting tentative parcel map.

B. Notice of a public hearing shall be given not less than ten days or 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 proposed for subdivision. (Prior code § 9235)

Section 16.28.070 Consideration of tentative parcel maps.

The commission shall review the tentative parcel map and approve, conditionally approve, or disapprove the map within thirty (30) days after the receipt of such map, or at such later date as may be required to concurrently process the appurtenant environmental impact require documents required by state law and local regulations adopted in implementation thereof. (Prior code § 9240)

Section 16.28.080 Appeals.

If the applicant is dissatisfied with the decision of the planning commission, he may, within ten days after the decision of the planning commission, appeal in writing to the council for a hearing thereon. Such hearing need not be concluded on the day thus set but may be continued. (Prior code § 9245)

Section 16.28.110 Right-of-way dedications.

A. Pursuant to the Subdivision Map Act, the subdivider shall provide such dedication of right-of-way and/or easements as may be required by the planning commission.

B. The planning commission may, at its discretion, require that offers of dedication or dedication of streets include a waiver of direct access rights to any such streets from any property shown on the final map as abutting thereon, in accord with the provisions of the Subdivision Map Act. (Prior code § 9260)

Zoning Ordinance (Visalia Municipal Code Title 17), Chapter 17.18 COMMERCIAL ZONES

17.18.010 Purpose and intent.

A. The several types of commercial zones included in this chapter are designed to achieve the following:

1. Provide appropriate areas for various types of retail stores, offices, service establishments and wholesale businesses to be concentrated for the convenience of the public; and to be located and

grouped on sites that are in logical proximity to the respective geographical areas and respective categories of patrons that they serve in a manner consistent w

ith the general plan;

2. Maintain and improve Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community;

3. Accommodate a variety of commercial activities to encourage new and existing business that will employ residents of the city and those of adjacent communities;

4. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties and ensure the continued viability of the existing commercial areas;

5. Maintain commercial land uses that are responsive to the needs of shoppers, maximizing accessibility and minimizing trip length;

6. Ensure compatibility with adjacent land uses.

B. The purposes of the individual commercial zones are as follows:

1. Neighborhood Commercial Zone (C-N). The purpose and intent of the neighborhood commercial zone district is to provide for small-scale commercial development that primarily serves surrounding residential areas, wherein small office uses as well as horizontal or vertical residential mixed use are also supported, and provide standards to ensure that neighborhood commercial uses are economically viable and also integrated into neighborhoods in terms of design, with negative impacts minimized, with multimodal access, and context-sensitive design. Neighborhood Commercial development shall be subject to design review and public input. There should be 10 to 15 dwelling units per gross acre where residential uses are included. Shopping centers shall be of a total size of 5 to 12 acres and located no closer than one mile from other General Plan designated Neighborhood Commercial locations, or from existing grocery stores, anchored by a grocery store or similar business no larger than 40,000 square feet in size, and include smaller in-line stores of less than 10,000 square feet. Alterations and additions in existing nonconforming centers may be permitted, subject to design review and conditions of approval to minimize neighborhood impacts.

2. Regional Commercial Zone (C-R). The purpose and intent of the regional commercial zone district is to provide areas for retail establishments that are designed to serve a regional service trade area. The uses permitted in this district are to be of a large-scale regional retail nature with supporting goods and services. Uses that are designed to provide service to residential areas and convenience, neighborhood and community level retail are not permitted, while office uses are to be limited.

3. Service Commercial Zone (C-S). The purpose and intent of the planned service commercial zone district is to provide areas that accommodate wholesale, heavy commercial uses, such as lumberyards and construction material retail uses, etc., and services such as automotive, plumbing, and sheet metal fabrication. It is intended that uses in this district be those that can be compatible with heavy truck traffic and noise. Uses that would restrict the operation of generally permitted heavy commercial businesses are not provided in this district. (Ord. 2017-01 (part), 2017: prior code § 7310)

17.18.015 Applicability.

The requirements in this chapter shall apply to all property within the C-N, C-R, and C-S zone districts. (Ord. 2017-01 (part), 2017)

17.18.020 Permitted uses.

Permitted uses in the C-N, C-R, and C-S zones shall be determined by Table 17.25.030 in Section 17.25.030. (Ord. 2017-01 (part), 2017; Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

17.18.030 Conditional and temporary uses.

Conditional and temporary uses in the C-N, C-R, and C-S zones shall be determined by Table 17.25.030 in Section 17.25.030. (Ord. 2017-01 (part), 2017: Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

17.18.040 Required conditions.

A. A site plan review permit must be obtained for all development in all C-N, C-S, and C-R zones, subject to the requirements and procedures in Chapter 17.28.

B. All businesses, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, outdoor dining areas, nurseries, garden shops, Christmas tree sales lots, bus depots and transit stations, electric distribution substation, and recycling facilities;

C. All products produced on the site of any of the permitted uses shall be sold primarily at retail on the site where produced;

D. All new construction in existing C-N zones not a part of a previously approved planned development shall conform with development standards determined by the site plan review committee. (Ord. 2017-01 (part), 2017: prior code § 7319)

17.18.050 Off-street parking and loading facilities.

Off-street parking and off-street loading facilities shall be provided as prescribed in Chapter 17.34. (Ord. 2017-01 (part), 2017: prior code § 7325)

17.18.060 Development standards in the C-N zone.

The following development standards shall apply to property located in the C-N zone:

A. Minimum site area: five (5) acres.

B. Maximum building height: fifty (50) feet.

C. Minimum required yards (building setbacks):

1. Front: fifteen (15) feet;
2. Rear: zero (0) feet;
3. Rear yards abutting an R-1 or R-M zone district: fifteen (15) feet;
4. Side: zero (0) feet;
5. Side yards abutting an R-1 or R-M zone district: fifteen (15) feet;
6. Street side yard on corner lot: ten (10) feet.

D. Minimum required landscaped yard (setback) areas:

1. Front: fifteen (15) feet;
2. Rear: five (5) feet (except where a building is located on rear property line);
3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
4. Side: five (5) feet (except where a building is located on side property line);
5. Side yards abutting an R-1 or R-M zone district: five (5) feet;

6. Street side on corner lot: ten (10) feet.

(Ord. 2024-07 § 7 (part), 2024: Ord. 2017-01 (part), 2017)

Excerpt from Chapter 17.32: Special Provisions

17.32.162 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 onsite 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.

Zoning Ordinance (Visalia Municipal Code Title 17), 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. (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

B. 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.

C. 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.

D. 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)

Subdivision Map Act (California Government Code Section 66410 – 66499.38)

The following are excerpts from the California Government Code which pertain to approvals of tentative and final maps which pertain to condominium conversions:

66427.

(a) A map of a condominium project, a community apartment project, or of the conversion of five or more existing dwelling units to a stock cooperative project need not show the buildings or the manner in which the buildings or the airspace above the property shown on the map are to be divided, nor shall the governing body have the right to refuse approval of a parcel, tentative, or final map of the project on account of the design or the location of buildings on the property shown on the map that are not violative of local ordinances or on account of the manner in which airspace is to be divided in conveying the condominium.

(b) A map need not include a condominium plan or plans, as defined in Section 4120 or 6540 of the Civil Code, and the governing body may not refuse approval of a parcel, tentative, or final map of the project on account of the absence of a condominium plan.

(c) Fees and lot design requirements shall be computed and imposed with respect to those maps on the basis of parcels or lots of the surface of the land shown thereon as included in the project.

(d) Nothing herein shall be deemed to limit the power of the legislative body to regulate the design or location of buildings in a project by or pursuant to local ordinances.

(e) If the governing body has approved a parcel map or final map for the establishment of condominiums on property pursuant to the requirements of this division, the separation of a three-dimensional portion or portions of the property from the remainder of the property or the division of that three-dimensional portion or portions into condominiums shall not constitute a

further subdivision as defined in Section 66424, provided each of the following conditions has been satisfied:

(1) The total number of condominiums established is not increased above the number authorized by the local agency in approving the parcel map or final map.

(2) A perpetual estate or an estate for years in the remainder of the property is held by the condominium owners in undivided interests in common, or by an association as defined in Section 4100 or 6528 of the Civil Code, and the duration of the estate in the remainder of the property is the same as the duration of the estate in the condominiums.

(3) The three-dimensional portion or portions of property are described on a condominium plan or plans, as defined in Section 4120 or 6540 of the Civil Code.

(Amended (as amended by Stats. 2012, Ch. 181, Sec. 58) by Stats. 2013, Ch. 605, Sec. 32. (SB 752) Effective January 1, 2014.)

66427.1.

(a) The legislative body shall not approve a final map for a subdivision to be created from the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project, unless it finds as follows:

(1) Each tenant of the proposed condominium, community apartment project, or stock cooperative project, and each person applying for the rental of a unit in the residential real property, has received or will have received all applicable notices and rights now or hereafter required by this chapter or Chapter 3 (commencing with Section 66451).

(2) Each of the tenants of the proposed condominium, community apartment project, or stock cooperative project has received or will receive each of the following notices:

(A) Written notification, pursuant to Section 66452.18, of intention to convert, provided at least 60 days prior to the filing of a tentative map pursuant to Section 66452.

(B) Ten days' written notification that an application for a public report will be, or has been, submitted to the Bureau of Real Estate, that the period for each tenant's right to purchase begins with the issuance of the final public report, and that the report will be available on request.

(C) Written notification that the subdivider has received the public report from the Bureau of Real Estate. This notice shall be provided within five days after the date that the subdivider receives the public report from the Bureau of Real Estate.

(D) Written notification within 10 days after approval of a final map for the proposed conversion.

(E) One hundred eighty days' written notice of intention to convert, provided prior to termination of tenancy due to the conversion or proposed conversion pursuant to Section 66452.19, but not before the local authority has approved a tentative map for the conversion. The notice given pursuant to this paragraph shall not alter or abridge the rights or obligations of the parties in performance of their covenants, including, but not limited to, the provision of services, payment of rent, or the obligations imposed by Sections 1941, 1941.1, and 1941.2 of the Civil Code.

(F) Notice of an exclusive right to contract for the purchase of his or her respective unit upon the same terms and conditions that the unit will be initially offered to the general public or terms more favorable to the tenant pursuant to Section 66452.20. The exclusive right to purchase shall commence on the date the subdivision public report is issued, as provided in Section 11018.2 of the Business and Professions Code, and shall

run for a period of not less than 90 days, unless the tenant gives prior written notice of his or her intention not to exercise the right.

(b) The written notices to tenants required by subparagraphs (A) and (B) of paragraph (2) of subdivision (a) shall be deemed satisfied if those notices comply with the legal requirements for service by mail.

(c) This section shall not diminish, limit, or expand, other than as provided in this section, the authority of any city, county, or city and county to approve or disapprove condominium projects.

(d) If a rental agreement was negotiated in Spanish, Chinese, Tagalog, Vietnamese, or Korean, all required written notices regarding the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project shall be issued in that language.

(Amended by Stats. 2013, Ch. 352, Sec. 313. (AB 1317) Effective September 26, 2013. Operative July 1, 2013, by Sec. 543 of Ch. 352.)

66427.2.

Unless applicable general or specific plans contain definite objectives and policies, specifically directed to the conversion of existing buildings into condominium projects or stock cooperatives, the provisions of Sections 66473.5, 66474, and 66474.61, and subdivision (c) of Section 66474.60 shall not apply to condominium projects or stock cooperatives, which consist of the subdivision of airspace in an existing structure, unless new units are to be constructed or added.

A city, county, or city and county acting pursuant to this section shall approve or disapprove the conversion of an existing building to a stock cooperative within 120 days following receipt of a completed application for approval of such conversion.

This section shall not diminish, limit or expand, other than as provided herein, the authority of any city, county, or city and county to approve or disapprove condominium projects.

(Amended by Stats. 1979, Ch. 1192.)

RESOLUTION NO. 2024-82

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2024-45, A REQUEST TO CONSTRUCT A COMMERCIAL DEVELOPMENT CONTAINING 66,015 SQUARE FEET OF RETAIL SPACE, THREE PADS WITH DRIVE-THRU LANES, AND CAR WASH. EACH PARCEL IS PROPOSED TO MEASURE LESS THAN FIVE ACRES, AND THREE PARCELS WITHOUT DIRECT STREET ACCESS. THE SITE IS ZONED C-N (NEIGHBORHOOD COMMERCIAL) ZONE DISTRICT. THE PROJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF EAST WALNUT AVENUE AND SOUTH LOVERS LANE (ADDRESSES NOT ASSIGNED) (APN: 000-014-381).

WHEREAS, Conditional Use Permit No. 2024-45, is a request to construct a commercial development containing 66,015 square feet of retail space, three pads with drive-thru lanes, and car wash. Each parcel is proposed to measure less than five acres, and three parcels without direct street access. The site is zoned C-N (Neighborhood Commercial) Zone District. The project site is located at the northwest corner of East Walnut Avenue and South Lovers Lane (Addresses not assigned) (APN: 000-014-381); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on April 14, 2025; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2024-45, as conditioned by staff, to be in accordance with Chapter 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, an Initial Study was prepared and circulated which disclosed that no significant environmental impacts would result from this project with the incorporation of mitigation measures. The Mitigated Negative Declaration (MND) prepared for the project contains Biological Resources Mitigation Measures incorporated into the project based upon a Biological Resources Evaluation. The mitigation contained in the project shall effectively reduce potential impacts to potential nesting by various avian species subject to the mitigations contained in the Mitigation Monitoring Program included in the MND, and that the Environmental Impact Report prepared for the City of Visalia General Plan, certified by Resolution No. 2014-37, adopted on October 14, 2014, was used for the adoption of the General Plan Land Use Designation of the subject site; and

NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2024-74 was prepared 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 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.

   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.

3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2024-74 can be adopted for this project.

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 Site Plan Review No. 2024-130-1-1-1-1-1.
2. That the project will be developed in substantial compliance with the Site Plan in Exhibit “A”, Operational Statement in Exhibit “C”, Architectural Renderings in Exhibit “D”, and Conceptional Landscaping Plan in Exhibit “E”. Any subsequent changes to the development plan layout shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibit “D” be used consistently on all buildings throughout the project site.
4. That prior to final occupancy of any building proposed in Exhibit “A”, the applicant/developer shall verify that the parking lot lighting does not exceed an output of 0.5-foot candles measured at property line. The applicant/developer shall have their electrical or construction contractor conduct a light measurement to be submitted and verified by Planning staff prior to final occupancy. Failure to meet requirements as specified in the photometric plan shall result in non-operation of the site until light levels are met.
5. Parking lot pole lighting and building wall pack lighting on the building exteriors shall be designed and screened to direct light downward.
6. That onsite and offsite landscaping for the shopping center complex and right-of-way areas be in substantial compliance with the landscaping plan in Exhibit “E”. Landscaping and irrigation plans shall be included with or prior to first building permit.
7. That as tenants are identified for the shopping center those users shall submit exhibits to Site Plan Review (SPR) demonstrating compliance with the Site Plan in Exhibit “A”, Parcel Map in Exhibit “B”, Operational Statement in Exhibit “C”,

Landscaping in Exhibit “E”. Failure to show significant compliance with the approved exhibits will require the applicant to amend the Conditional Use Permit.

8. That CC&R’s including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R’s and/or vehicular access agreements shall address property owners’ responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R’s or vehicular access agreements verifying compliance with these requirements prior to the CC&R’s recordation.
9. That a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits.
10. That the order/menu boards associated with the drive-thru lanes for the carwash, fast food, and coffee use drive-thrus as shown in Exhibit “A” maintain Community Noise Standards as provided in Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and be screened from view of public streets as required by Visalia Municipal Code Section 17.32.162.
11. That the applicant shall construct all right-of-way improvements to Walnut Avenue and Lovers Lane, which include widening the streets and constructing the required median island along the project site frontages, as depicted in Exhibit “A”. Right-of-way improvements shall include installation of park strip landscaping, curb, gutter, sidewalk, ramps, streetlights, fire hydrants, and other improvements as required in the Site Plan Review comments, as stated in Condition No. 1. All of the required right-of-way improvements shall be completed with the first development to the site, subject to the Engineering Development Division review.
12. That not more than ten consecutive parking stalls shall be allowed without an approved landscaped tree well of eighty (80) square feet or more.
13. Prior to operating the carwash, the identified tenant/developer shall verify that the carwash equipment does not exceed Community Noise levels as identified in the attached acoustical analysis. The applicant/developer shall have their acoustical noise consultant conduct noise measurements for the carwash prior to operating and prepare a report, submitted to staff, that demonstrates compliance with the measures as identified in the acoustical analysis prepared for the project. The noise compliance report shall be submitted and reviewed and approved by Planning staff prior to operation of the carwash. Failure to meet the noise requirements as specified in the acoustical analysis and City’s Noise Ordinance shall result in non-operation of the carwash until noise levels are met as identified in the acoustical analysis.
14. That the applicant shall relocate existing utility services including Southern California Edison (SCE) equipment as required by the Engineering Division.
15. That the Gymnasium tenant cease customer use of the facility at 12:00 AM, consistent with the remainder of the other uses on the site. Any changes to the hours of operation requested by the tenant will result in a subsequent filing for an amendment to this Conditional Use Permit (CUP).

16. That all applicable federal, state, and city laws and codes and ordinances be met.

17. That all of the conditions and responsibilities of Conditional Use Permit No. 2024-45 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.

20. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2024-74 are hereby incorporated as conditions of this Conditional Use Permit as follows:

Mitigation Measure	**Responsible Party**	**Timeline**
Mitigation Measure 4a (Construction Timing). If **feasible**, future construction activities will take place entirely outside of the avian nesting season, defined here as February 1 to August 31.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4b (Preconstruction Surveys). If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within 250 feet.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4c (Avoidance of Active Nests). Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.

RESOLUTION NO. 2024-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2024-10, A REQUEST BY N&M CAPITAL LLC TO SUBDIVIDE A PARCEL MEASURING 8.35 ACRES INTO 9 SMALLER PARCELS AS PART OF THE DEVELOPMENT OF A COMMERCIAL SHOPPING CENTER IN THE C-N (NEIGHBORHOOD COMMERCIAL) ZONE DISTRICT. THE PROJECT IS LOCATED ON THE NORTHWEST CORNER OF EAST WALNUT AVENUE AND SOUTH LOVERS LANE (ADDRESSES NOT ASSIGNED)(APN: 000-014-381).

WHEREAS, Tentative Parcel Map No. 2024-10, is A request by N&M Capital LLC to subdivide a parcel measuring 8.35 acres into 9 smaller parcels as part of the development of a commercial shopping center in the C-N (Neighborhood Commercial) Zone District. The project site is located at the northwest corner of East Walnut Avenue and South Lovers Lane (Addresses not assigned) (APN: 000-014-381); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on April 14, 2025; and

WHEREAS, the Planning Commission of the City of Visalia finds Tentative Parcel Map No. 2024-10, as conditioned, in accordance with Section 16.28.070 of the Ordinance Code 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 for the entire Orchard Walk Specific Plan Project which disclosed that the mitigation incorporated into the project no significant environmental impacts would result from this project.

WHEREAS, an Initial Study was prepared and circulated which disclosed that no significant environmental impacts would result from this project with the incorporation of mitigation measures. The Mitigated Negative Declaration (MND) prepared for the project contains Biological Resources Mitigation Measures incorporated into the project based upon a Biological Resources Evaluation. The mitigation contained in the project shall effectively reduce potential impacts to potential nesting by various avian species subject to the mitigations contained in the Mitigation Monitoring Program included in the MND, and that the Environmental Impact Report prepared for the City of Visalia General Plan, certified by Resolution No. 2014-37, adopted on October 14, 2014, was used for the adoption of the General Plan Land Use Designation of the subject site; and

NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2024-74 was prepared 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 finding based on the evidence presented:

1. That the proposed location and layout of Tentative Parcel Map No. 2024-10, its improvement and design, and the conditions under which it will be maintained is

consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.

2. That the proposed Tentative Parcel Map No. 2024-10, 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 parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development, a multimodal pathway along Packwood Creek.

3. That the site is physically suitable for the proposed tentative parcel map. Tentative Parcel Map No. 2024-10 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 bordered by existing commercial development, a multimodal trail along Packwood Creek, and the tentative parcel map will separate commercial uses within the planned development.

4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Regional General Plan Land Use Designation. The proposed location and layout of Tentative Parcel Map No. 2024-10, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.

5. That the proposed Tentative Parcel Map No. 2024-10, design of the tentative map 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 parcel map. The tentative parcel map is designed to comply with the City's Engineering Improvement Standards.

6. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2024-74 can be adopted for this project.

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 17.12.010 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. 2024-130-1-1-1-1-1.

2. That the tentative map be prepared in substantial compliance with Exhibit "B".

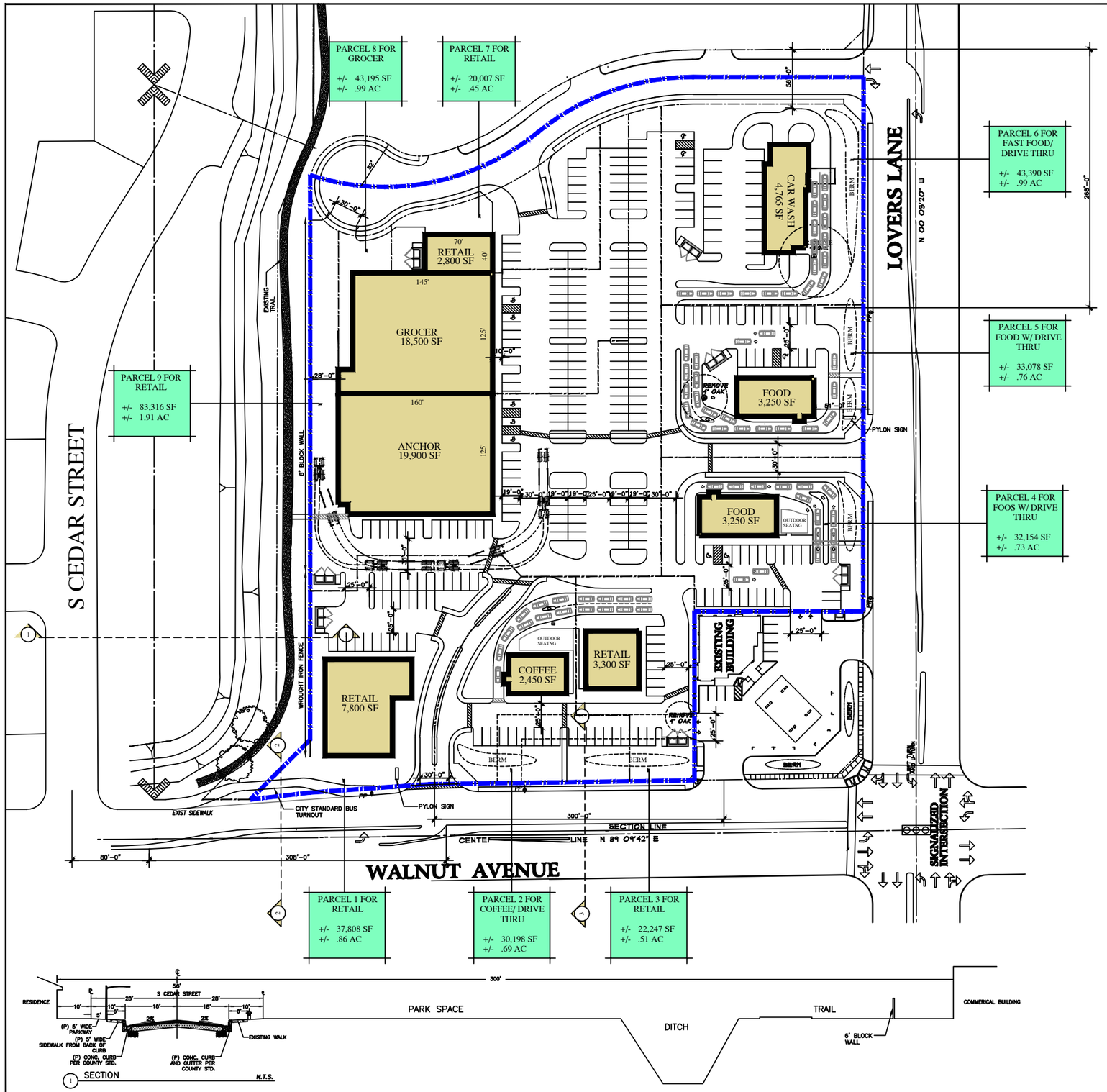
3. That a common access, maintenance, and landscaping agreement be entered into for all project parcels.

4. That Conditional Use Permit No. 2024-45 be approved, and that requirements of the use permit that relate to this map shall be fulfilled.

5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all

similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation.

6. That each parcel shall have separate utilities.
7. That all applicable federal, state, and city laws and codes and ordinances be met.



1 SECTION N.T.S.

PROPOSED DEVELOPMENT FOR THE HUB

VISALIA CALIFORNIA

OWNER

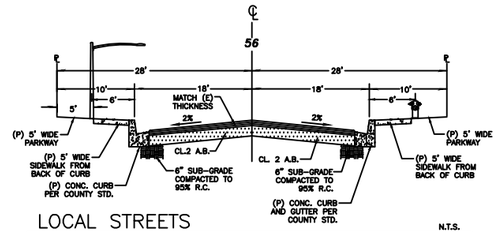
VISALIA RETAIL LP

DEVELOPER

N&M CAPITAL, LLC
GREG NUNLEY (559)799-6993
1878 N MOONEY BLVD SUITE J
TULARE, CA 93274

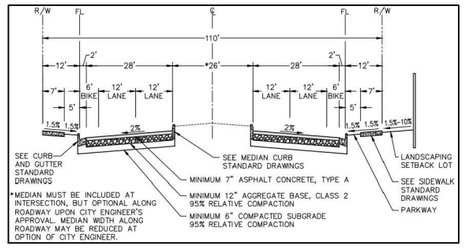
PROJECT INFO

NORTH WEST CORNER OF WALNUT AND LOVERS LANE
APN: 100-370-025
TOTAL AREA: +- 8.31 AC
EXISTING USE: VACANT
ZONING: C-N

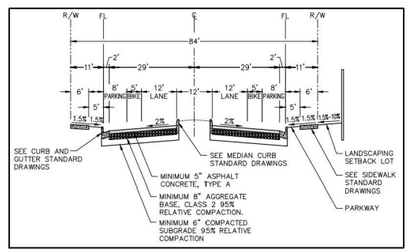


LOCAL STREETS N.T.S.

STREET "A" ? T.I., R-VALUE: ?, ?" A.C. / ?" A.B.
STREET "B" ? T.I., R-VALUE: ?, ?" A.C. / ?" A.B.
STREET "C" ? T.I., R-VALUE: ?, ?" A.C. / ?" A.B.



3 LOVERS LANE/ WALNUT AT EAST PL N.T.S.



2 WALNUT AVENUE @ WEST PL N.T.S.

SITE & PARKING INFO

	USE	PARCEL AREA	REQUIRED	PROVIDED
PARCEL 1	RETAIL	37,808 SF	26	28
PARCEL 2	COFFEE	30,198 SF	17	17
PARCEL 3	RETAIL	22,247 SF	11	11
PARCEL 4	FOOD	32,154 SF	22	22
PARCEL 5	FOOD	33,078 SF	22	22
PARCEL 6	CARWASH	43,390 SF	5	9
PARCEL 7	RETAIL	20,007 SF	10	14
PARCEL 8	GROCER	43,195 SF	37	56
PARCEL 9	GYM	83,316 SF	40	98

REVISIONS: NO. 1, 2, 3, 4 — DATE — DRAWN BY: BN — DATED: AUGUST 2024 — SCALE: 1"=50'-0"

A.W. ENGINEERING
724 N. BEN MADDOX WAY SUITE A
VISALIA, CA. 93292
(559) 713-6139
awengineering09@gmail.com

PROPOSED DEVELOPMENT FOR THE HUB VISALIA CALIFORNIA

SHEET: SITE
JOB NUMBER:

FLOOD HAZARD NOTE

As delineated on the Federal Emergency Management Agency's Flood Insurance Rate Map (Map No. 06107C0935E) for Community No. 060409, City of Visalia, Tulare County, California, effective June 16, 2009, the property shown on this map lies fully within Zone X, which are areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depth less than 1 foot or with drainage areas of less than one square mile; and areas protected by levees from 1% annual chance flood.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____

On _____ before me, _____

personally appeared _____

_____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose nome(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand

_____ _____
Signature Print name

_____ County My commission expires: _____
Principal place of business. My commission number: _____

(No notary seal required Pursuant to Sec. 66436 (c) of the Subdivision Map Act.)

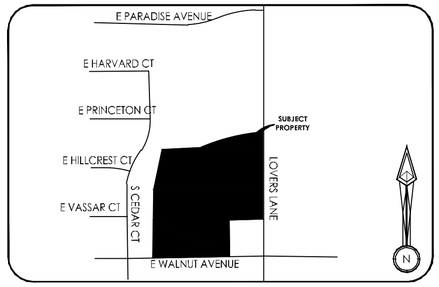
OWNER'S STATEMENT

The undersigned hereby certify that they are the only persons having any record title interest in the real property included within the boundaries of the subdivision shown upon this map, and do hereby consent to the preparation and recording of said map and that the consent of no other person is necessary. We hereby offer for dedication and do hereby dedicate the following, as shown within the boundaries of the map hereon, for the specified purpose:

VISALIA RETAIL L.P.,
A CALIFORNIA LIMITED PARTNERSHIP

_____
Greg Nunley

VISALIA RETAIL L.P.,
A CALIFORNIA LIMITED PARTNERSHIP



Vicinity Map

NO SCALE

RECORDER'S STATEMENT

Document No. _____ Fee Paid: _____

Filed this ____day of _____, 20___, at ____ __M., in Book _____ of Parcel Maps at Page _____ Tulare County Records, at the request of Borum Land Surveying Inc.

Tara K. Freitas, CPA
Tulare County Assessor/Clerk–Recorder

BY: _____
Deputy

PARCEL MAP NO.

REMAINDER PARCEL OF PARCEL MAP NO. 4277, AS PER MAP RECORDED IN BOOK 43, PAGE 81 OF PARCEL MAPS, TULARE COUNTY RECORDES.

JANUARY 2025

OWNER:
VISALIA RETAIL L.P.,
A CALIFORNIA LIMITED PARTNERSHIP

SURVEYOR:
BORUM LAND SURVEYING INC.
1445 W. GRAND AVE. STE C
GROVER BEACH , CA. 93433

SURVEYOR'S STATEMENT

This map was prepared by me or under my direction and is based upon a field survey in conformance with the requirements of the Subdivision Map Act and local ordinance at the request of Greg Nunley on November 15 , 2024 . and said field survey is true and complete as shown. I hereby state that this parcel map substantially conforms to the approved or conditionally approved tentative map, if any. All monuments are of the character and occupy, or will occupy, the positions indicated on or before _____ , 20__ and are, or will be, sufficient to enable the survey to be retraced.

Witness my hand and seal this ____day of _____ ,20____.

LICENSED LAND SURVEYOR
BRIAN S. BORUM
L.S. 8006
STATE OF CALIFORNIA

_____
Brian S. Borum, PLS 8006

CITY SURVEYOR'S STATEMENT

I hereby state that I have examined this map; that the subdivision as shown is substantially the same as it appeared on the tentative map, and any approved alterations thereof; that all provisions of Chapter 2 of the Subdivision Map Act and any local ordinances applicable at the time of approval of the tentative map have been complied with; and that I am satisfied that this map is technically correct.

_____
Michael E. Long, PLS 6815 Dated:

CITY PLANNER'S STATEMENT

I hereby state that this Parcel Map conforms to Tentative Parcel Map No. 2019–06 approved by the City of Visalia Planning Commission at the regular meeting held on July 8, 2019.

_____ _____
By: Paul Bernal Date:
City Planner

CITY CLERK'S STATEMENT

This is to state that at a regular meeting of the city council of the City of Visalia held on the ____day of _____ , 20___, an order was duly and regularly made and entered into ___ approving this map and subdivision, and on behalf of the public, accepting, subject to improvements, the public streets; and consenting to the abandonment of the temporary turnaround easement and irrevocable offer of dedication, all included within the boundaries of the subdivision and as shown and/or stated upon this map.

Witness my hand and official seal of the City of Visalia this _____ day of _____ , 20___.

Leslie B. Caviglia
City Manager/City Clerk

_____
Chief Deputy City Clerk

BOARD OF SUPERVISOR'S STATEMENT

I, Jason T. Britt, Tulare County Administrative Officer/Clerk of the Board of Supervisors of the County of Tulare, State of California, do hereby certify that said Board of Supervisors has approved the provisions made for the payment of taxes as provided in Division 2, of Title 7 of the Government Code of the State of California.

Dated this _____day of _____, 20 _____.

Jason T. Britt, Tulare County Administrative Officer/Clerk of the Board of Supervisors.

By: _____
Deputy Clerk

TPM NO. 2024-130

PARCEL MAP NO.

REMAINDER PARCEL OF PARCEL MAP NO. 4277, AS PER MAP RECORDED IN BOOK 43, PAGE 81 OF PARCEL MAPS, TULARE COUNTY RECORDES.

JANUARY 2025

OWNER:
VISALIA RETAIL L.P.,
A CALIFORNIA LIMITED PARTNERSHIP

SURVEYOR:
BORUM LAND SURVEYING INC.
1445 W. GRAND AVE. STE C
GROVER BEACH , CA. 93433

BASIS OF BEARINGS

THE E. LINE OF THE SE1/4 OF SEC. 33, T.18S., R.25E., M.D.M. TAKEN AS N00°03'20"W PER P.M. 4277 REC. IN BK. 43 OF PARCEL MAPS AT PG. 81 T.C.R.

LEGEND

- ▲ FD. AND ACCEPTED MONUMNET AS DESCRIBED
- ● SET 1/2" REBAR TAGGED L.S. 8006
- ( ) RECORD DATA PER PARCEL MAP NO. 4277 REC. IN BK. 43 OF PARCEL MAPS AT PG. 81 T.C.R.
- < > RECORD DATA PER PARCEL MAP NO. 3804 REC. IN BK. 39 OF PARCEL MAPS AT PG. 07 T.C.R.
- [ ] RECORD DATA PER STONEBRIDGE SUB'D UNIT 1 & 2 REC. IN VOL. 33 OF MAPS AT PG. 51 T.C.R.
- LINE INDICATES SUBDIVISION BOUNDARY

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD
C1	39°51'59"	250.00'	173.95'	90.66'	170.46'
C2	61°11'04"	250.00'	266.89'	147.75'	254.40'
C3	74°23'01"	53.00'	68.81'	40.22'	64.08'
C4	62°19'37"	53.00'	57.65'	32.05'	54.85'
C5	7°21'07"	53.00'	6.80'	3.41'	6.80'
C6	34°29'14"	50.00'	30.10'	15.52'	29.64'
C7	31°51'47"	278.00'	154.60'	79.36'	152.62'
C8	13°36'59"	222.00'	52.75'	26.50'	52.63'
C9	8°13'06"	222.00'	31.84'	15.95'	31.82'
C10	9°01'11"	222.00'	34.95'	17.51'	34.91'
C11	9°00'48"	222.00'	34.92'	17.50'	34.89'
C12	90°00'00"	20.00'	31.42'	20.00'	28.28'
C13	39°51'59"	222.00'	154.47'	80.51'	151.37'
C14	144°03'46"	53.00'	133.26'	163.42'	100.83'
C16	3°38'41"	250.00'	15.90'	7.95'	15.90'
C17	57°32'23"	250.00'	250.99'	137.22'	240.58'
C18	23°16'57"	278.00'	112.97'	57.27'	112.19'

SCALE 1"=60'
0' 60' 120'

SHEET 1 OF 2
JOB NO. 24101 BM

THE HUB

Operation Statement

The proposed "The Hub" commercial retail center includes approximately 61,000 square feet of commercial space on eight parcels with shared access to the City streets and parking areas. The project includes the following uses:

1. Car Wash – approximately 4,765 square feet
2. Fast Food (2) – approximately 3,250 square feet with drive through
3. Coffee Shop (Coffee Shop)– approximately 2,450 square feet with drive through
4. Retail (2) – approximately 10,600 square feet
5. Grocery Store – approximately 18,500 square feet
6. Anchor (Gym) – approximately 19,900 square feet

Hours of Operation

It is anticipated that the hours of operations for the above listed uses will be as follows:

Car Wash: 7:00 a.m. to 7:00 p.m. Seven days a week

Fast Foods and Coffee Shop: 5:00 a.m. to 12:00 a.m. Seven days a week

Retail: Typical and may vary. Anticipated to be 8:00 a.m. to 9:00 p.m. Seven days a week.

Grocery Store: 6:00 a.m. to 12:00 a.m. Seven days a week

Anchor (Gym): 24 hours a day, seven days a week.

Drive-through Operations

The car wash, fast food and coffee shop will utilize drive through facilities. Vehicle stacking has been designed in accordance with City requirements to accommodate 10 vehicles within two order lanes to avoid stacking into any vehicle travel lanes within the main travel lanes of the parking areas. The exterior of the drive aisles have been designed to have berms and landscaping to soften the appearance of the drive through aisles and for a more aesthetic design. The proposed car wash, drive through restaurants and gym that require approval of a conditional use permit are included in the Master Conditional Use Permit application.

Access

Access to the development will be from primary entrances on Walnut and on Lovers Lane. Secondary access is provided to the future local street at the north of the project. Truck deliveries will be completed using the future local street and then routed through the

development to exit. Loading and unloading will be limited to the hours of _____ in accordance with City noise requirements.

Fence

A block wall will be constructed to the rear of the Major Building and will transition to a wrought iron fence at the south end in accordance with City policies.

Landscaping

The internal landscaping, parking and internal road maintenance will be included in a common area maintenance agreement with all tenants/owners within The Hub. The fee schedule for the maintenance will be determine based on the area owned/leased and will be managed by a property management group.

Signage

All buildings will be required to be consistent with the proposed elevation designs and colors. Signage will be required to comply with the City Municipal Code with the amount of signage determined by the frontage. The allowance of an additional 25% for shopping centers is requested as allowed in the Municipal Code to be approved through the conditional use permit. All signage will be limited to illuminated individual letters and a logo, substitution for logo only will be considered on a case by case basis. Two monument signs are proposed for the development, one on Walnut Avenue and one on Lovers Lane. The monument signs will be consistent with the signage shown on Page 3 of the elevation package. Both signs will be limited to 35 square feet per side and a maximum height of 12 feet.

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X `DESERT MUSEUM` / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	VERY LOW
CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE` / CHEROKEE CRAPE MYRTLE	24" BOX	LOW
BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	MODERATE
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE
GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA 'RAY OF LIGHT' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	1 GAL	
SEDUM X 'DYNOMITE' / DYNOMITE STONECROP	1 GAL	LOW
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	5 GAL	LOW
SPHAERALCEA AMBIGUA / DESERT GLOBEMALLOW	5 GAL	LOW
STIPA PULCHRA / PURPLE NEEDLE GRASS	1 GAL	VERY LOW
TEUCRIUM CHAMAEDRYS 'ALBA' / WHITE GERMANDER	1 GAL	LOW
TEUCRIUM FLAVUM / GERMANDER	5 GAL	LOW
MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
ARCTOSTAPHYLOS X 'SUNSET' / SUNSET MANZANITA	5 GAL	LOW
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
BACCHARIS X `CENTENNIAL` / CENTENNIAL COYOTE BRUSH	5 GAL	LOW
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW
CEANOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOTHUS	5 GAL	LOW
CISTUS X 'SUNSET' / MAGENTA ROCKROSE	1 GAL	LOW
DENDROMECON HARFORDII / BUSH POPPY	5 GAL	VERY LOW
EPILOBIUM CANUM / CALIFORNIA FUCHSIA	1 GAL	LOW
ERIOGONUM FASCICULATUM 'DANA POINT' / DANA POINT CALIFORNIA BUCKWHEAT	5 GAL	LOW
FEIJOA SELLOWIANA / PINEAPPLE GUAVA	15 GAL	LOW
FREMONTODENDRON X 'KEN TAYLOR' / KEN TAYLOR FLANNEL BUSH	5 GAL	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA	1 GAL	LOW
HETEROMELES ARBUTIFOLIA / TOYON	15 GAL	VERY LOW
LOBELIA LAXIFLORA ANGUSTIFOLIA / MEXICAN LOBELIA	1 GAL	LOW
MIMULUS AURANTIACUS VAR. PUNICEUS / RED BUSH STICKY MONKEYFLOWER	1 GAL	LOW
MUHLENBERGIA DUBIA / PINE MUHLY	1 GAL	LOW
MUHLENBERGIA RIGENS / DEER GRASS	1 GAL	LOW
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE	5 GAL	LOW
PENSTEMON HETEROPHYLLUS 'MARGARITA BOP' / MARGARITA BOP PENSTEMON	1 GAL	LOW
PEROVSKIA ATRIPLICIFOLIA 'BLUE SPIRE' / BLUE SPIRE RUSSIAN SAGE	1 GAL	LOW
PHLOMIS FRUTICOSA / JERUSALEM SAGE	1 GAL	LOW
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / DWARF ROSEMARY	1 GAL	LOW
ROSMARINUS OFFICINALIS 'IRENE' / IRENE TRAILING ROSEMARY	5 GAL	LOW
SALVIA CHAMAEDRYOIDES / GERMANDER SAGE	1 GAL	LOW
SALVIA LEUCOPHYLLA 'BEES BLISS' / BEE'S BLISS PURPLE SAGE	5 GAL	LOW

SITE STATISTICS / IRRIGATION NOTES / MWELO COMPLIANCE CALCULATIONS

TOTAL ON-SITE AREA: 386,779 SF

TOTAL LANDSCAPE AREA: 80,046 SF *(21% LANDSCAPE OF TOTAL AREA)*
BIOSWALE: 6,674 SF, **DROUGHT TOLERANT PLANTS:** 73,372 SF

TOTAL OFF-SITE LOVERS LANE AND WALNUT AVE PARKWAY : 3,332 SF

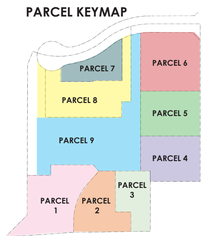
ALL OF THE PROPOSED LANDSCAPE AREAS FOR THE PROJECT WILL BE IRRIGATED BY MEANS OF AN AUTOMATIC IRRIGATION SYSTEM CONSISTING OF LOW FLOW DRIP, SPRAY, OR ROTARY SPRAY DEVICES. THE IRRIGATION SYSTEM WILL BE CONTROLLED BY MEANS OF A WEATHER BASED CONTROLLER. THE PROPOSED PLANT MATERIAL IS SELECTED FOR THIS REGION AS WELL AS IT'S ABILITY TO SURVIVE WITH MODERATE TO LOW WATER LEVELS.

ESTIMATED TOTAL WATER USE (ETWU) = 858,584 GAL/ YR
MAXIMUM WATER ALLOWANCE (MAWA) = 1,245,362 GAL/ YR

ELECTRIC VEHICLE CHARGING

EACH PARCEL HAS THE REQUIRED AMOUNT OF EV CHARGERS PER CAL GREEN, WHERE 5% OF TOTAL SPACES IN THEREIN CONTAIN EV CHARGERS, AND 15% OF THE TOTAL SPACES ARE PREPARED FOR FUTURE EV CHARGERS. REFER TO TABLE BELOW FOR ADDITIONAL INFORMATION, REFER TO ENLARGEMENTS FOR LABELED EV SPACES.

PARCEL KEYMAP



PARKING CALCULATIONS AND EV CHARGING SPACES EXHIBIT

PARCEL NUMBER	TOTAL BLDG AREA	TOTAL PARKING SPACES
1	9800 SF	27
2	2450 SF	16
3	2450 SF	10
4	3250 SF	20
5	3250 SF	22
6	4765 SF	27
7	2800 SF	13
8	18500 SF	55
9	19900 SF	99

EV CHARGERS (EV)	ACCESSIBLE CHARGERS (EVA)	TOTAL EV	FUTURE EV CHARGERS
1	1	2	5
0	1	1	3
0	1	1	2
0	1	1	3
1	1	2	4
1	1	2	5
0	1	1	2
2	1	3	9
4	1	5	15

L1

3555-01-CO24
30 OCTOBER 2024

1" = 800' (12X18 SHEET) 0 20 40 80
1" = 40' (24X36 SHEET)

CONCEPTUAL LANDSCAPE PLAN

THE HUB

rrm design group

PERSPECTIVE VIEW 1

rrm design group

THE HUB
CONCEPTUAL SITE VIEWS

A2

#XXXX-XX-XXXX
03 OCTOBER 2024

PERSPECTIVE VIEW 2

rrm design group

THE HUB
CONCEPTUAL SITE VIEWS

#XXXX-XX-XXXX
03 OCTOBER 2024

A3

PERSPECTIVE VIEW 3

rrm design group

THE HUB
CONCEPTUAL SITE PLAN

#X3555-01-CO24
19 SEPTEMBER 2024

A4

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X `DESERT MUSEUM` / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
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CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE` / CHEROKEE CRAPE MYRTLE	24" BOX	LOW
BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	MODERATE
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE
GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA 'RAY OF LIGHT' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	1 GAL	
SEDUM X 'DYNOMITE' / DYNOMITE STONECROP	1 GAL	LOW
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	5 GAL	LOW
SPHAERALCEA AMBIGUA / DESERT GLOBEMALLOW	5 GAL	LOW
STIPA PULCHRA / PURPLE NEEDLE GRASS	1 GAL	VERY LOW
TEUCRIUM CHAMAEDRYS 'ALBA' / WHITE GERMANDER	1 GAL	LOW
TEUCRIUM FLAVUM / GERMANDER	5 GAL	LOW
MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
ARCTOSTAPHYLOS X 'SUNSET' / SUNSET MANZANITA	5 GAL	LOW
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
BACCHARIS X `CENTENNIAL` / CENTENNIAL COYOTE BRUSH	5 GAL	LOW
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW
CEANOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOTHUS	5 GAL	LOW
CISTUS X 'SUNSET' / MAGENTA ROCKROSE	1 GAL	LOW
DENDROMECON HARFORDII / BUSH POPPY	5 GAL	VERY LOW
EPILOBIUM CANUM / CALIFORNIA FUCHSIA	1 GAL	LOW
ERIOGONUM FASCICULATUM 'DANA POINT' / DANA POINT CALIFORNIA BUCKWHEAT	5 GAL	LOW
FEIJOA SELLOWIANA / PINEAPPLE GUAVA	15 GAL	LOW
FREMONTODENDRON X 'KEN TAYLOR' / KEN TAYLOR FLANNEL BUSH	5 GAL	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA	1 GAL	LOW
HETEROMELES ARBUTIFOLIA / TOYON	15 GAL	VERY LOW
LOBELIA LAXIFLORA ANGUSTIFOLIA / MEXICAN LOBELIA	1 GAL	LOW
MIMULUS AURANTIACUS VAR. PUNICEUS / RED BUSH STICKY MONKEYFLOWER	1 GAL	LOW
MUHLENBERGIA DUBIA / PINE MUHLY	1 GAL	LOW
MUHLENBERGIA RIGENS / DEER GRASS	1 GAL	LOW
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE	5 GAL	LOW
PENSTEMON HETEROPHYLLUS 'MARGARITA BOP' / MARGARITA BOP PENSTEMON	1 GAL	LOW
PEROVSKIA ATRIPLICIFOLIA 'BLUE SPIRE' / BLUE SPIRE RUSSIAN SAGE	1 GAL	LOW
PHLOMIS FRUTICOSA / JERUSALEM SAGE	1 GAL	LOW
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / DWARF ROSEMARY	1 GAL	LOW
ROSMARINUS OFFICINALIS 'IRENE' / IRENE TRAILING ROSEMARY	5 GAL	LOW
SALVIA CHAMAEDRYOIDES / GERMANDER SAGE	1 GAL	LOW
SALVIA LEUCOPHYLLA 'BEES BLISS' / BEE'S BLISS PURPLE SAGE	5 GAL	LOW

SITE STATISTICS / IRRIGATION NOTES / MWELO COMPLIANCE CALCULATIONS

TOTAL ON-SITE AREA: 386,779 SF

TOTAL LANDSCAPE AREA: 80,046 SF *(21% LANDSCAPE OF TOTAL AREA)*
BIOSWALE: 6,674 SF, **DROUGHT TOLERANT PLANTS:** 73,372 SF

TOTAL OFF-SITE LOVERS LANE AND WALNUT AVE PARKWAY : 3,332 SF

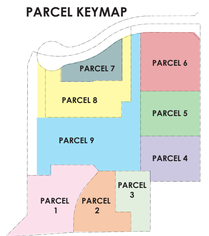
ALL OF THE PROPOSED LANDSCAPE AREAS FOR THE PROJECT WILL BE IRRIGATED BY MEANS OF AN AUTOMATIC IRRIGATION SYSTEM CONSISTING OF LOW FLOW DRIP, SPRAY, OR ROTARY SPRAY DEVICES. THE IRRIGATION SYSTEM WILL BE CONTROLLED BY MEANS OF A WEATHER BASED CONTROLLER. THE PROPOSED PLANT MATERIAL IS SELECTED FOR THIS REGION AS WELL AS IT'S ABILITY TO SURVIVE WITH MODERATE TO LOW WATER LEVELS.

ESTIMATED TOTAL WATER USE (ETWU) = 858,584 GAL/ YR
MAXIMUM WATER ALLOWANCE (MAWA) = 1,245,362 GAL/ YR

ELECTRIC VEHICLE CHARGING

EACH PARCEL HAS THE REQUIRED AMOUNT OF EV CHARGERS PER CAL GREEN, WHERE 5% OF TOTAL SPACES IN THEREIN CONTAIN EV CHARGERS, AND 15% OF THE TOTAL SPACES ARE PREPARED FOR FUTURE EV CHARGERS. REFER TO TABLE BELOW FOR ADDITIONAL INFORMATION, REFER TO ENLARGEMENTS FOR LABELED EV SPACES.

PARCEL KEYMAP



PARKING CALCULATIONS AND EV CHARGING SPACES EXHIBIT

PARCEL NUMBER	TOTAL BLDG AREA	TOTAL PARKING SPACES
1	9800 SF	27
2	2450 SF	16
3	2450 SF	10
4	3250 SF	20
5	3250 SF	22
6	4765 SF	27
7	2800 SF	13
8	18500 SF	55
9	19900 SF	99

EV CHARGERS (EV)	ACCESSIBLE CHARGERS (EVA)	TOTAL EV	FUTURE EV CHARGERS
1	1	2	5
0	1	1	3
0	1	1	2
0	1	1	3
1	1	2	4
1	1	2	5
0	1	1	2
2	1	3	9
4	1	5	15

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1" = 800' (12X18 SHEET) 0 20 40 80
1" = 40' (24X36 SHEET)

CONCEPTUAL LANDSCAPE PLAN

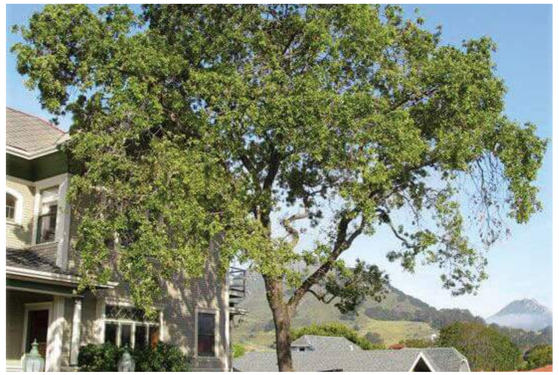
THE HUB

rrm design group

CEDRUS DEODARA / DEODAR CEDAR

CELTIS OCCIDENTALIS / COMMON HACKBERRY

GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / HONEY LOCUST



QUERCUS LOBATA / VALLEY OAK

ZELKOVA SERRATA 'VILLAGE GREEN' / JAPANESE ZELKOVA

ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM

CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA

CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS

ARBUTUS 'MARINA' / STRAWBERRY TREE

CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR

CERCIDIUM X `DESERT MUSEUM` / DESERT MUSEUM PALO VERDE

GINKGO BILOBA 'AUTUMN GOLD' / MAIDENHAIR TREE

CERCIS CANADENSIS / EASTERN REDBUD

ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE

CHILOPSIS LINEARIS / DESERT WILLOW

LAGERSTROEMIA INDICA `CHEROKEE` / CHEROKEE CRAPE MYRTLE

ACHILLEA MILLEFOLIUM / COMMON YARROW

CAREX SPISSA / SAN DIEGO SEDGE

JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH

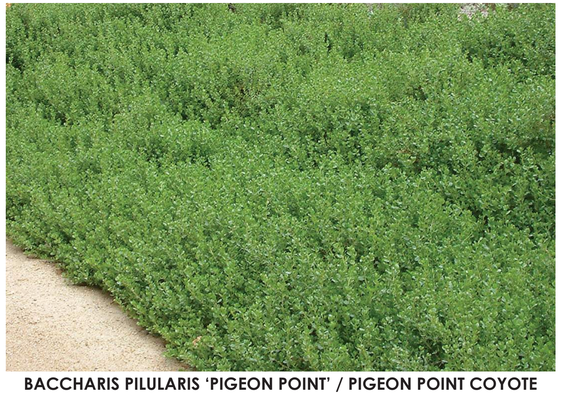
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH

CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC

SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET

SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO

TEUCRIUM FLAVUM / GERMANDER



BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE

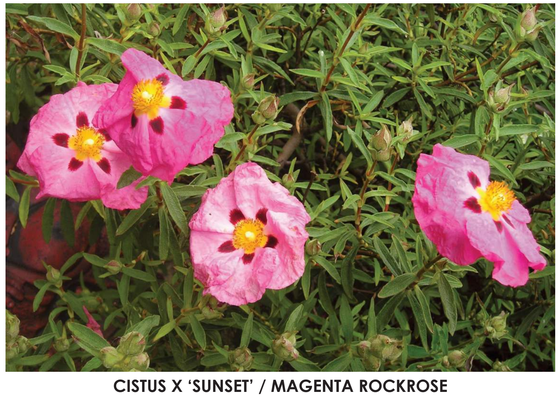
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA

HESPERALOE PARVIFLORA / RED YUCCA

MUHLENBERGIA RIGENS / DEER GRASS

SALVIA MELLIFERA / BLACK SAGE

HETEROMELES ARBUTIFOLIA / TOYON

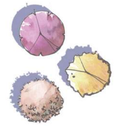


CISTUS X 'SUNSET' / MAGENTA ROCKROSE

FEIJOA SELLOWIANA / PINEAPPLE GUAVA

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW



ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	VERY LOW
CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE' / CHEROKEE CRAPE MYRTLE	24" BOX	LOW

GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA "RAY OF LIGHT" ' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW

MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
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BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
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BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW

BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	MODERATE
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE

POTENTIAL SITE FURNISHING EXAMPLES AND STYLES

METAL AND WOOD BENCHES

STAINLESS STEEL OR POWDER COATED LIGHT FIXTURES

7 FOOT HIGH WROUGHT IRON FENCE

ROUND METAL AND WOOD TRASH RECEPTACLES

HOOP BIKE RACKS, STAINLESS OR POWDER COATED

DOUBLE SIDED ENTRY MONUMENT WITH UP-LIGHTING

METAL TABLE AND CHAIR BISTRO SEATING, WITH UMBRELLAS

OUTDOOR PATIO SEATING WITH BISTRO LIGHTING

COLORED DECORATIVE CONCRETE

DECORATIVE STAMPED CONCRETE PATTERN AT ENTRY

L4

3555-01-CO24
30 OCTOBER 2024

1" = 400' (12X18 SHEET) 0 10 20 40
1" = 20' (24X36 SHEET)

THE HUB
PARCEL 1 ENLARGEMENT

rrm design group

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
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X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
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CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
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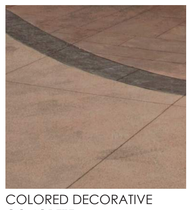
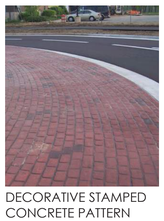

COLORED DECORATIVE CONCRETE


DECORATIVE STAMPED CONCRETE PATTERN AT ENTRY

L5

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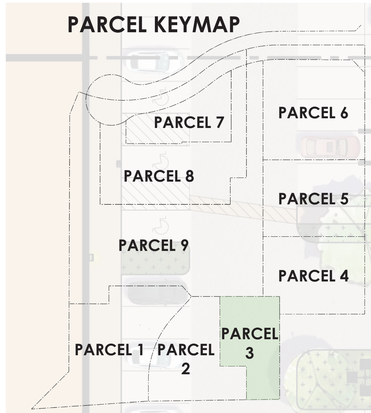
THE HUB
PARCEL 2 ENLARGEMENT

rrm design group

PARCEL KEYMAP



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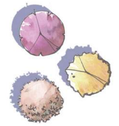

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AGAVE ATTENUATA "RAY OF LIGHT" ' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW

MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
ARCTOSTAPHYLOS X 'SUNSET' / SUNSET MANZANITA	5 GAL	LOW
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
BACCHARIS X `CENTENNIAL' / CENTENNIAL COYOTE BRUSH	5 GAL	LOW
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW

BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	MODERATE
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE

POTENTIAL SITE FURNISHING EXAMPLES AND STYLES

ROUND METAL AND WOOD TRASH RECEPTACLES

HOOP BIKE RACKS, STAINLESS OR POWDER COATED

TRASH ENCLOSURE TO MATCH ARCHITECTURE

WEATHERED STEEL TREE GRATES

VIEW FROM WALNUT AVE.

STAINLESS STEEL OR POWDER COATED LIGHT FIXTURES

COLORED DECORATIVE CONCRETE

L6

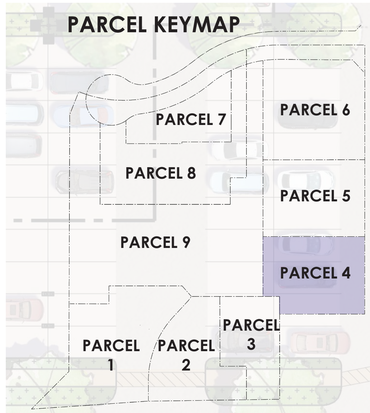
3555-01-CO24
30 OCTOBER 2024

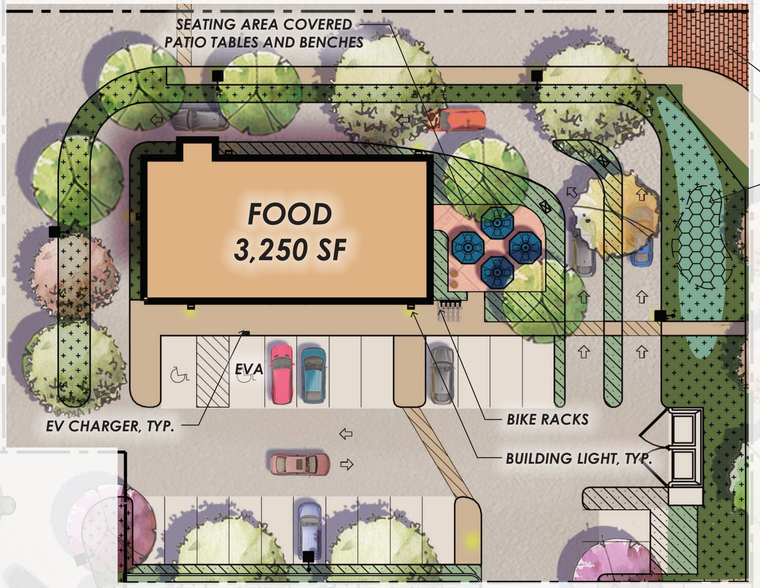
1" = 400' (12X18 SHEET): 0, 10, 20, 40
1" = 20' (24X36 SHEET)

THE HUB
PARCEL 3 ENLARGEMENT

rrm design group

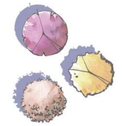
PARCEL KEYMAP





CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW



ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X `DESERT MUSEUM' / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	VERY LOW
CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE' / CHEROKEE CRAPE MYRTLE	24" BOX	LOW

GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA "RAY OF LIGHT" ' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW

MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
ARCTOSTAPHYLOS X 'SUNSET' / SUNSET MANZANITA	5 GAL	LOW
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
BACCHARIS X `CENTENNIAL' / CENTENNIAL COYOTE BRUSH	5 GAL	LOW
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW

BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	MODERATE
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE

POTENTIAL SITE FURNISHING EXAMPLES AND STYLES

ROUND METAL AND WOOD TRASH RECEPTACLES

HOOP BIKE RACKS, STAINLESS OR POWDER COATED

METAL TABLE AND CHAIR BISTRO SEATING, WITH UMBRELLAS

PATIO SEATING WITH BISTRO LIGHTING

PLANTER SCREENING BOXES

COLORED DECORATIVE CONCRETE

TRASH ENCLOSURE TO MATCH ARCHITECTURE

VIEW FROM LOVERS LANE

DECORATIVE CONCRETE SCORING

L7

3555-01-CO24
30 OCTOBER 2024

1" = 400' (12X18 SHEET) 0 10 20 40
1" = 20' (24X36 SHEET)

THE HUB
PARCEL 4 ENLARGEMENT

rrm design group

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	VERY LOW
CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE' / CHEROKEE CRAPE MYRTLE	24" BOX	LOW
GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA "RAY OF LIGHT" ' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	1 GAL	
SEDUM X 'DYNOMITE' / DYNOMITE STONECROP	1 GAL	LOW
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	5 GAL	LOW
MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
ARCTOSTAPHYLOS X 'SUNSET' / SUNSET MANZANITA	5 GAL	LOW
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
BACCHARIS X `CENTENNIAL' / CENTENNIAL COYOTE BRUSH	5 GAL	LOW
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW
CEANOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOTHUS	5 GAL	LOW
CISTUS X 'SUNSET' / MAGENTA ROCKROSE	1 GAL	LOW
DENDROMECON HARFORDII / BUSH POPPY	5 GAL	VERY LOW
EPILOBIUM CANUM / CALIFORNIA FUCHSIA	1 GAL	LOW
BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	MODERATE
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE

POTENTIAL SITE FURNISHING EXAMPLES AND STYLES

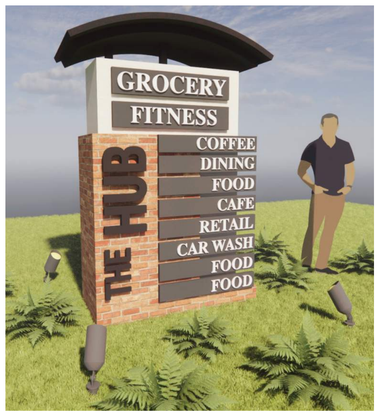
HOOP BIKE RACKS, STAINLESS OR POWDER COATED

ROUND METAL AND WOOD TRASH RECEPTACLES

TRASH ENCLOSURE TO MATCH ARCHITECTURE

COLORED DECORATIVE CONCRETE

DECORATIVE STAMPED CONCRETE PATTERN AT ENTRY



DOUBLE SIDED ENTRY MONUMENT WITH UP-LIGHTING

L8

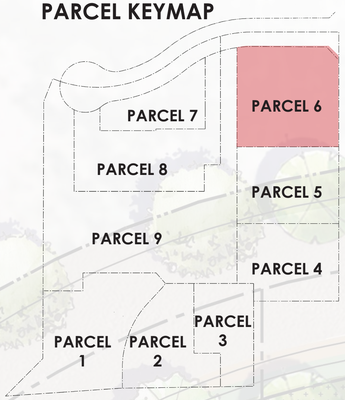
3555-01-CO24
30 OCTOBER 2024

1" = 400' (12X18 SHEET) 0 10 20 40
1" = 20' (24X36 SHEET)

THE HUB
PARCEL 5 ENLARGEMENT

rrm design group

PARCEL KEYMAP



LOVERS LANE

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	VERY LOW
CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE' / CHEROKEE CRAPE MYRTLE	24" BOX	LOW
GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA "RAY OF LIGHT" ' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	1 GAL	
SEDUM X 'DYNOMITE' / DYNOMITE STONECROP	1 GAL	LOW
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	5 GAL	LOW
MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
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BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW
CEANOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOTHUS	5 GAL	LOW
CISTUS X 'SUNSET' / MAGENTA ROCKROSE	1 GAL	LOW
DENDROMECON HARFORDII / BUSH POPPY	5 GAL	VERY LOW
EPILOBIUM CANUM / CALIFORNIA FUCHSIA	1 GAL	LOW
BIOSWALE		
ACHILLEA MILLEFOLIUM / COMMON YARROW	1 GAL	LOW
BACCHARIS PILULARIS / COYOTE BRUSH	1 GAL	LOW
CAREX SPISSA / SAN DIEGO SEDGE	1 GAL	LOW
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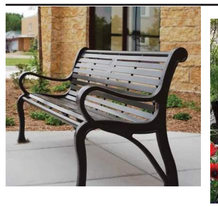
CHONDROPETALUM TECTORUM 'EL CAMPO' / EL CAMPO CAPE RUSH	1 GAL	LOW
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY	5 GAL	VERY LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH	1 GAL	MODERATE

POTENTIAL SITE FURNISHING EXAMPLES AND STYLES



METAL AND WOOD BENCHES

COLORED DECORATIVE CONCRETE

PLANTER SCREENING BOXES

WEATHERED STEEL TREE GRATES

CAR WASH BUILDING INSPIRATION

TRASH ENCLOSURE TO MATCH ARCHITECTURE

L9

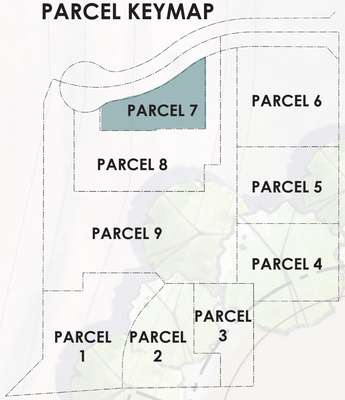
3555-01-CO24
30 OCTOBER 2024

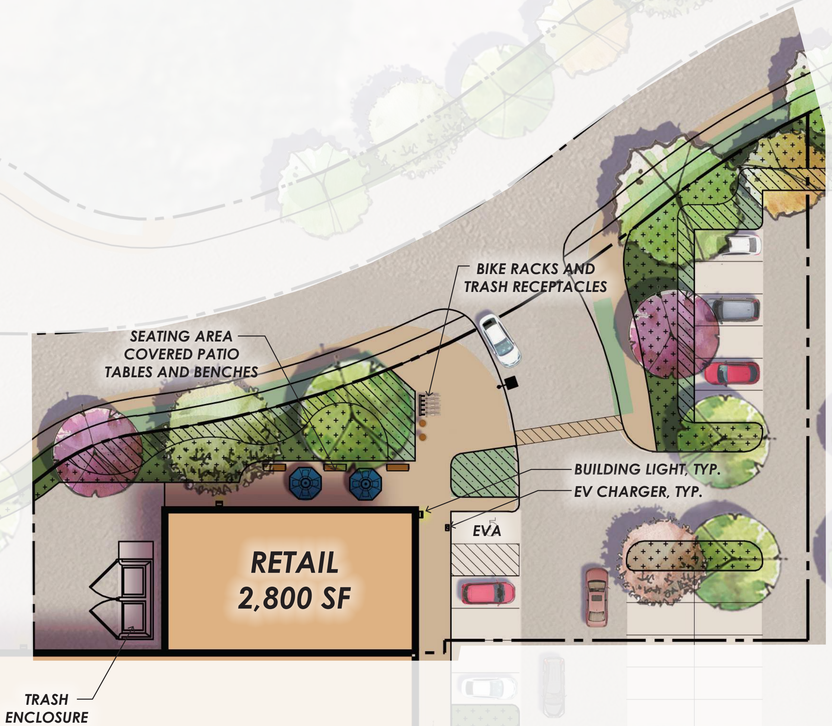
1" = 400' (12X18 SHEET) 0 10 20 40
1" = 20' (24X36 SHEET)

THE HUB
PARCEL 6 ENLARGEMENT

rrm design group

PARCEL KEYMAP





CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
ARBUTUS 'MARINA' / STRAWBERRY TREE	36" BOX	LOW
CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR	36" BOX	LOW
CERCIDIUM X `DESERT MUSEUM' / DESERT MUSEUM PALO VERDE MULTI-TRUNK	36" BOX	VERY LOW
CERCIS CANADENSIS / EASTERN REDBUD	24" BOX	LOW
CHILOPSIS LINEARIS / DESERT WILLOW	24" BOX	VERY LOW
CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
GINKGO BILOBA 'AUTUMN GOLD' / AUTUMN GOLD MAIDENHAIR TREE	24" BOX	LOW
LAGERSTROEMIA INDICA `CHEROKEE' / CHEROKEE CRAPE MYRTLE	24" BOX	LOW
GROUNDCOVERS TO SMALL SHRUBS		
ACHILLEA MILLEFOLIUM 'TRICOLOR' / TRICOLOR COMMON YARROW	1 GAL	LOW
AGAVE ATTENUATA "RAY OF LIGHT" ' / RAY OF LIGHT AGAVE	5 GAL	LOW
ANIGOZANTHOS FLAVIDUS / KANGAROO PAW	1 GAL	LOW
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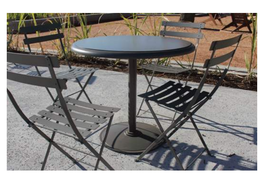
CAREX TUMULICOLA / FOOTHILL SEDGE	1 GAL	LOW
CEANOTHUS X 'CENTENNIAL' / CENTENNIAL WILD LILAC	1 GAL	LOW
LOMANDRA LONGIFOLIA 'LIME TUFF' / LIME TUFF DWARF MATT RUSH	1 GAL	LOW
SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	1 GAL	
SEDUM X 'DYNOMITE' / DYNOMITE STONECROP	1 GAL	LOW
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO	5 GAL	LOW
SPHAERALCEA AMBIGUA / DESERT GLOBEMALLOW	5 GAL	LOW
STIPA PULCHRA / PURPLE NEEDLE GRASS	1 GAL	VERY LOW
TEUCRIUM CHAMAEDRYS 'ALBA' / WHITE GERMANDER	1 GAL	LOW
TEUCRIUM FLAVUM / GERMANDER	5 GAL	LOW
MEDIUM TO LARGE SHRUBS		
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA	15 GAL	VERY LOW
ARCTOSTAPHYLOS VISCIDA / STICKY WHITELEAF MANZANITA	15 GAL	LOW
ARCTOSTAPHYLOS X 'SUNSET' / SUNSET MANZANITA	5 GAL	LOW
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	1 GAL	LOW
BACCHARIS X `CENTENNIAL' / CENTENNIAL COYOTE BRUSH	5 GAL	LOW
BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLUE GRAMA	1 GAL	LOW
CARPENTERIA CALIFORNICA / BUSH ANEMONE	5 GAL	LOW
CEANOTHUS MARITIMUS 'FROSTY DAWN' / FROSTY DAWN MARITIME CEANOTHUS	5 GAL	LOW
CEANOTHUS MARITIMUS 'VALLEY VIOLET' / VALLEY VIOLET MARITIME CEANOTHUS	5 GAL	LOW
CISTUS X 'SUNSET' / MAGENTA ROCKROSE	1 GAL	LOW
DENDROMECON HARFORDII / BUSH POPPY	5 GAL	VERY LOW
EPILOBIUM CANUM / CALIFORNIA FUCHSIA	1 GAL	LOW
ERIOGONUM FASCICULATUM 'DANA POINT' / DANA POINT CALIFORNIA BUCKWHEAT	5 GAL	LOW
FEIJOA SELLOWIANA / PINEAPPLE GUAVA	15 GAL	LOW
FREMONTODENDRON X 'KEN TAYLOR' / KEN TAYLOR FLANNEL BUSH	5 GAL	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA	1 GAL	LOW
HETEROMELES ARBUTIFOLIA / TOYON	15 GAL	VERY LOW
LOBELIA LAXIFLORA ANGUSTIFOLIA / MEXICAN LOBELIA	1 GAL	LOW
MIMULUS AURANTIACUS VAR. PUNICEUS / RED BUSH STICKY MONKEYFLOWER	1 GAL	LOW

POTENTIAL SITE FURNISHING EXAMPLES AND STYLES

METAL AND WOOD BENCHES

STAINLESS STEEL OR POWDER COATED LIGHT FIXTURES

ROUND METAL AND WOOD TRASH RECEPTACLES



METAL TABLE AND CHAIR BISTRO SEATING, WITH UMBRELLAS

HOOP BIKE RACKS, STAINLESS OR POWDER COATED

TRASH ENCLOSURE TO MATCH ARCHITECTURE

COLORED DECORATIVE CONCRETE

RETAIL SPACES

L10

3555-01-CO24
30 OCTOBER 2024

1" = 400' (12X18 SHEET) 0 10 20 40
1" = 20' (24X36 SHEET)

THE HUB | PARCEL 7 ENLARGEMENT

rrm design group

CONCEPTUAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	SIZE	WUCOLS
TREES		
CEDRUS DEODARA / DEODAR CEDAR	36" BOX	LOW
CELTIS OCCIDENTALIS / COMMON HACKBERRY	24" BOX	LOW
EUCALYPTUS RUDIS / DESERT GUM	24" BOX	LOW
GLEDITSIA TRIACANTHOS INERMIS 'DRAVES' / STREET KEEPER® HONEY LOCUST	24" BOX	MODERATE
PINUS SABINIANA / GHOST PINE	24" BOX	VERY LOW
PISTACIA CHINENSIS / CHINESE PISTACHE	24" BOX	LOW
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANE TREE	24" BOX	LOW
QUERCUS LOBATA / VALLEY OAK	36" BOX	LOW
QUERCUS SUBER / CORK OAK	36" BOX	LOW
ULMUS PARVIFOLIA 'ALLEE' / ALLEE® LACEBARK ELM	24" BOX	LOW
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA MULTI-TRUNKED	36" BOX	LOW
X CUPRESSOCYPARIS LEYLANDII / LEYLAND CYPRESS	24" BOX	LOW
ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA	24" BOX	LOW
ACCENT TREES		
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE	24" BOX	LOW
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CUPRESSUS ARIZONICA / ARIZONA CYPRESS	24" BOX	VERY LOW
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ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA	1 GAL	LOW
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SALVIA ROSMARINUS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY	1 GAL	LOW
SEDUM X 'AUTUMN FIRE' / AUTUMN FIRE SEDUM	1 GAL	
SEDUM X 'DYNOMITE' / DYNOMITE STONECROP	1 GAL	LOW
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MUHLENBERGIA DUBIA / PINE MUHLY	1 GAL	LOW
MUHLENBERGIA RIGENS / DEER GRASS	1 GAL	LOW
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE	5 GAL	LOW
PENSTEMON HETEROPHYLLUS 'MARGARITA BOP' / MARGARITA BOP PENSTEMON	1 GAL	LOW

SITE FURNISHING EXAMPLES

ELECTRIC VEHICLE CHARGERS

7 FOOT HIGH, SPLIT FACE CMU WALL

STAINLESS OR POWDER COATED LIGHT FIXTURES

L11

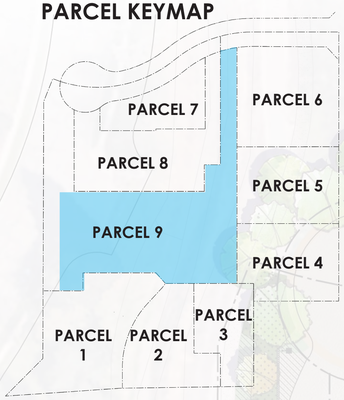
3555-01-CO24
30 OCTOBER 2024

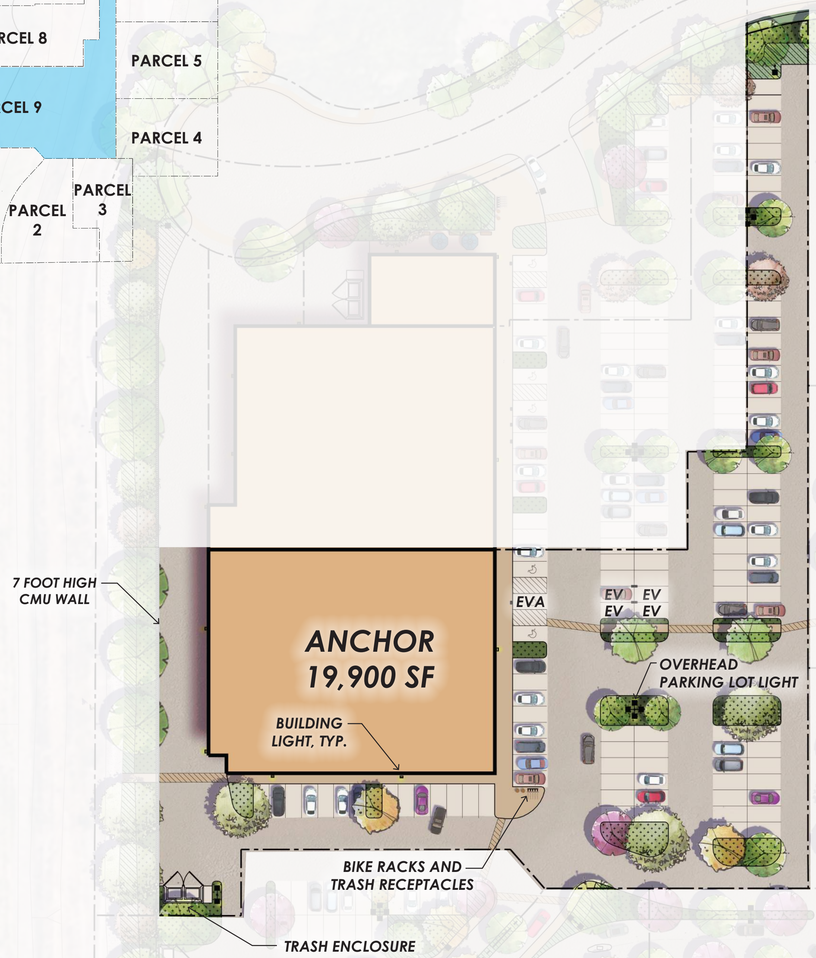
1" = 400' (12X18 SHEET): 0, 10, 20, 40
1" = 20' (24X36 SHEET)

THE HUB
PARCEL 8 ENLARGEMENT

rrm design group

PARCEL KEYMAP





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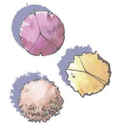

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POTENTIAL SITE FURNISHING EXAMPLES AND STYLES

HOOP BIKE RACKS, STAINLESS OR POWDER COATED

ROUND METAL AND WOOD TRASH RECEPTACLES

TRASH ENCLOSURE TO MATCH ARCHITECTURE

COLORED DECORATIVE CONCRETE

7 FOOT HIGH, SPLIT FACE CMU WALL

ELECTRIC VEHICLE CHARGERS

L12

3555-01-CO24
30 OCTOBER 2024

1" = 800' 0 20 40 80 (12X18 SHEET)
1" = 40' (24X36 SHEET)

PARCEL 9 ENLARGEMENT
THE HUB

rrm design group

CITY OF VISALIA
315 E. ACEQUIA STREET
VISALIA, CA 93291

ENVIRONMENTAL DOCUMENT NO. 2024-74

NOTICE OF A PROPOSED INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Project Title: The Hub Commercial Project, consisting of the following entitlements:
Conditional Use Permit No. 2024-45
Tentative Parcel Map No. 2024-10

Project Description:

Conditional Use Permit No. 2024-45 is a request to approve a master conditional use permit to allow a neighborhood commercial center which includes two spaces for anchor businesses of approximately 18,500 square feet and 19,900 square feet, one of which is required to be a grocery store. The development includes a 4,765 square foot carwash, two restaurants with drive through and a coffee shop with drive-through measuring 8,950 square feet, and a 13,900 square foot retail space. The development, referred to as The Hub, has a total building area of 66,015 square feet and is located in the C-N (Neighborhood Commercial) Zone. The project also includes Tentative Parcel Map No. 2024-10 to subdivide approximately 8.35 acres into nine parcels with shared and cross access.

Project Location: The project site is located on the northwest corner of Walnut Avenue and Lovers Lane (APN: 100-370-025).

Contact Person: Josh Dan, Senior Planner. Phone: (559) 713-4003. Email: josh.dan@visalia.city

Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on April 14, 2025, at 7:00 p.m. in the City Hall Council Chambers located at 707 West Acequia Avenue, Visalia, California.

Pursuant to City Ordinance No. 2388, the Environmental Coordinator of the City of Visalia has reviewed the proposed project described herein and has found that the project will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Mitigated Negative Declaration: Initial Study No. 2024-74 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 on the City website at https://www.visalia.city/depts/community_development/planning/ceqa_environmental_review.asp

Comments on this proposed Mitigated Negative Declaration will be accepted from March 20, 2025, to April 9, 2025.

Date: 3/13/2025

Signed: 

Brandon Smith, AICP
Environmental Coordinator

MITIGATED NEGATIVE DECLARATION

Project Title: The Hub Commercial Project, consisting of Conditional Use Permit No. 2024-45 and Tentative Parcel Map No. 2024-10

Project Description: Conditional Use Permit No. 2024-45 is a request to approve a master conditional use permit to allow a neighborhood commercial center which includes two spaces for anchor businesses of approximately 18.500 square feet and 19,900 square feet, one of which is required to be a grocery store. The development includes a 4,765 square foot carwash, two restaurants with drive through and a coffee shop with drive-through measuring 8,950 square feet, and a 13,900 square foot retail space. The development, referred to as The Hub, has a total building area of 66,015 square feet and is located in the C-N (Neighborhood Commercial) Zone. The project also includes Tentative Parcel Map No. 2024-010 to subdivide approximately 8.31 acres into eight parcels with shared and cross access.

The development of the project will include on and off-site improvements such as access drives, curb/gutter/sidewalk, parking lots and lighting, landscaping and installation of utilities.

Project Location: The project site is located on the northwest corner of Walnut Avenue and Lovers Lane (APN: 100-370-025).

Project Facts: Refer to Initial Study for project facts, plans and policies, and discussion of environmental effects.

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Location Maps	(X)
Mitigation Measures	(X)
Air Quality Assessment	(X)
Biological Evaluation	(X)
Cultural Memo	(X)
Noise Study	(X)
Traffic Analysis	(X)

DECLARATION OF NO SIGNIFICANT EFFECT:

This project will not have a significant effect on the environment for the following reasons:

IV. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

V. The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

VI. The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

VII. The environmental effects of the project will not cause substantial adverse effects on human

beings, either directly or indirectly.

This Mitigated Negative Declaration has been prepared by the City of Visalia Planning Division in accordance with the California Environmental Quality Act of 1970, as amended. A copy may be obtained from the City of Visalia Planning Division Staff during normal business hours.

APPROVED
Brandon Smith, AICP
Environmental Coordinator

By:

Date Approved: 3/13/2025

Review Period: 30 days

INITIAL STUDY

I. GENERAL

A. Project Name and Description:
The Hub Commercial Project, consisting of Conditional Use Permit No. 2024-45 and Tentative Parcel Map No. 2024-10

Conditional Use Permit No. 2024-45 is a request to approve a master conditional use permit to allow a neighborhood commercial center which includes two spaces for anchor businesses of approximately 18,500 square feet and 19,900 square feet, one of which is required to be a grocery store. The development includes a 4,765 square foot carwash, two restaurants with drive through and a coffee shop with drive-through measuring 8,950 square feet, and a 13,900 square foot retail space. The development, referred to as The Hub, has a total building area of 66,015 square feet and is located in the C-N (Neighborhood Commercial) Zone. The project also includes Tentative Parcel Map No. 2024-010 to subdivide approximately 8.31 acres into eight parcels with shared and cross access.

The development of the project will include on and off-site improvements such as access drives, curb/gutter/sidewalk, parking lots and lighting, landscaping and installation of utilities.

The project site is located on the northwest corner of Walnut Avenue and Lovers Lane (APN: 100-370-025).

B. Identification of the Environmental Setting:

The project area is a single parcel comprised of 8.31 acres. The parcel is currently vacant. Development surrounding the project site consists of a vacant parcel to the north, single family residential to the south, a service station and fire station to the east and Packwood Creek and single family residential to the west.

The surrounding uses, Zoning, and General Plan are as follows:

	General Plan (2014 Land Use)	Zoning (2017)	Existing uses
North:	Residential Medium Density	R-M-2 (Medium Density Residential, 3,000 sq. ft. minimum site area)	Vacant.
South:	Residential Low Density	R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)	Existing Single Family Neighborhood.
East:	Public Institutional / Residential Medium Density	R-M-2 (Medium Density Residential, 3,000 sq. ft. minimum site area), Quasi-Public	Existing Gasoline Service Station, Fire Station and vacant land.
West:	Conservation and Residential Low Density	R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)	Packwood Creek and existing Single Family Neighborhood.

Fire and police protection services, street maintenance of public streets, refuse collection, and wastewater treatment will be provided by the City of Visalia upon the development of the area.

C. Plans and Policies:

The General Plan Land Use Diagram, adopted October 14, 2014, designates the site as Commercial Neighborhood, and the Zoning Map designates the site as C-N (Neighborhood Commercial). The proposed development is consistent with the Land Use Element of the General Plan, and consistent with the standards for Neighborhood Commercial zones development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.18.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project that cannot be mitigated to a *less than significant impact*. The City of Visalia Land Use Element and Zoning Ordinance contain policies and regulations that are designed to mitigate impacts to a level of non-significance.

III. MITIGATION MEASURES

The following mitigation measures, which are listed below under IV. Mitigation Monitoring Program, will reduce potential environmental impacts related to noise impacts to a less than significant level as described below:

Biological Resources – A Biological Resources Evaluation (BRE) identified that the site has the potential to be used for nesting by a variety of avian species, including the Loggerhead Shrike, a California species of special concern. The BRE identified that impacts would be considered less than significant with mitigations pertaining to construction timing.

IV. MITIGATION MONITORING PROGRAM

Mitigation Measure	Responsible Party	Timeline
Mitigation Measure 4a (Construction Timing). If feasible, future construction activities will take place entirely outside of the avian nesting season, defined here as February 1 to August 31.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4b (Preconstruction Surveys). If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within 250 feet.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.
Mitigation Measure 4c (Avoidance of Active Nests). Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.	Project Applicant	Mitigation shall be enforced by the City of Visalia and carried out by the project applicant during operation.

V. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The project is compatible with the General Plan and Zoning Ordinance as the project relates to surrounding properties.

VI. SUPPORTING DOCUMENTATION

The following documents are hereby incorporated into this Mitigated Negative Declaration and Initial Study by reference:

- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan) passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sewer System Master Plan. City of Visalia, 1994.
- City of Visalia Zoning Ordinance Update. City of Visalia, March 2017.
- The Hub Noise Study Report,. 45db Acoustics, October 31, 2024.
- The Hub: Traffic Impact Analysis: C2 Consult Corporation, November 2024.
- The Hub Air Quality Memo. Padre Associates, LLC, December 13, 2024.
- The Hub Air Quality Prioritization Schedule. Padre Associates, LLC December 13, 2024
- Cultural Resources Study Prepared by Taylored Archaeology October 2024
- Biological Evaluation for The Hub Commercial Development, Live Oak Associates, September 30, 2024
- Tulare County Important Farmland 2018 Map. California Department of Conservation, 2018.
- City of Visalia VMT Thresholds and Implementation Guidelines. LSA, 2021. Together with City of Visalia VMT Screening Application. https://gis1.lsa.net/visaliaVMT/
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VII. NAME OF PERSON WHO PREPARED INITIAL STUDY

Josh Dan
Senior Planner

Brandon Smith, AICP
Environmental Coordinator

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Name of Proposal Conditional Use Permit No. 2024-044 and Tentative Parcel Map No. 2024-10

NAME OF PROPONENT: Greg Nunley, N & M Capital LLC

NAME OF AGENT: **N/A**

Address of Proponent: 1878 N. Mooney Boulevard, Suite J

Tulare, CA 93274

Telephone Number: (559) 799-6993

Address of Agent:

Telephone Number:

Date of Review: February 18, 2025

Lead Agency: City of Visalia

The following checklist is used to determine if the proposed project could potentially have a significant effect on the environment. Explanations and information regarding each question follow the checklist.

1 = No Impact 2 = Less Than Significant Impact
3 = Less Than Significant Impact with Mitigation Incorporated 4 = Potentially Significant Impact

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

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

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

2 c) Substantially degrade the existing visual character or quality of 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?

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

II. AGRICULTURAL RESOURCES

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

1 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?

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

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

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

1 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

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

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

2 b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard?

2 c) Expose sensitive receptors to substantial pollutant concentrations?

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

IV. BIOLOGICAL RESOURCES

Would the project:

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

2 b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

2 c) Have a substantial adverse effect on federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

2 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES

Would the project:

1 a) Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 15064.5?

1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?

1 c) Disturb any human remains, including those interred outside of formal cemeteries?

VI. ENERGY

Would the project:

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

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

VII. GEOLOGY AND SOILS

Would the project:

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

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

1 ii) Strong seismic ground shaking?

1 iii) Seismic-related ground failure, including liquefaction?

1 iv) Landslides?

1 b) Result in substantial soil erosion or loss of topsoil?

1 c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

1 d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

1 e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

1 f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

2 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1 a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

2 b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

1 c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

1 f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

1 g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

X. HYDROLOGY AND WATER QUALITY

Would the project:

2 a) Violate any water quality standards of waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

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

2 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:

2 i) result in substantial erosion or siltation on- or off-site;

2 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or

2 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?

1 d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

2 e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

XI. LAND USE AND PLANNING

Would the project:

1 a) Physically divide an established community?

1 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?

XII. MINERAL RESOURCES

Would the project:

1 a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

1 b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

XIII. NOISE

Would the project result in:

2 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?

2 b) Generation of excessive groundborne vibration or groundborne noise levels?

1 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?

XIV. POPULATION AND HOUSING

Would the project:

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

1 b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

XV. PUBLIC SERVICES

Would the project:

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

1 i) Fire protection?

1 ii) Police protection?

1 iii) Schools?

1 iv) Parks?

1 v) Other public facilities?

XVI. RECREATION

Would the project:

1 a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

1 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVII. TRANSPORTATION / TRAFFIC

Would the project:

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

2 b) Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

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

1 d) Result in inadequate emergency access?

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1 a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

1 b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

2 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 relocation of which could cause significant environmental effects?

2 b) Have sufficient water supplies available to service the project and reasonable foreseeable future development during normal, dry, and multiple dry years?

1 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?

1 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?

1 e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1 a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

1 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?

1 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?

1 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?

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

2 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?

2 b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino,*(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors,* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

a. The proposed project is new commercial construction which will meet City standards for setbacks, landscaping and height restrictions. This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista, but views of the range will not be adversely impacted or significantly altered by the project.

Retail uses that include restaurants with drive-thrus, carwashes, markets and other retail uses are considered compatible in commercial areas where potential impacts can be addressed through the Conditional Use Permit process. The project site is located along Lovers Lane and Walnut Avenue, which are designated arterial roadways. The City's General Plan Land Use Map designates the site as Commercial Neighborhood. Staff finds that the proposed use is consistent in nature and character with existing and future uses surrounding the project site,.

The Visalia General Plan contains multiple policies that together work to reduce the potential for impacts to the development of land as designated by the General Plan. With implementation of these policies and the existing City standards, impacts to land use development consistent with the General Plan will be less than significant.

b. There are no scenic resources on the site. No Impact.

c. The proposed project is for a commercial development that will be aesthetically consistent with surrounding development and with General Plan policies. Furthermore, the city has development standards related to landscaping and other amenities that will ensure that the visual character of the area is enhanced and not degraded. Thus, the project would not substantially degrade the existing visual character of the site and its surroundings, impact is considered less than significant.

d. The project will create new sources of light that are typical of commercial development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties.

Conceptual photometric plans and lighting specs for the use have been prepared and provided by the project proponent, demonstrating the lighting fixtures installed throughout and directed toward the interior of the site. The on-site lighting for the use is directed and focused to avoid direct illumination spilling beyond the site boundaries into the adjacent residential uses, as required under Section 17.30.015.H of the Zoning Ordinance. Compliance with the City's Zoning Ordinance standards will be verified upon installation and prior to operation of the use. Therefore, impacts to lighting will be less than significant.

II. AGRICULTURAL RESOURCES

a. The project is located on property that is identified as Prime Farmland on maps prepared by the California Natural Resources Agency, Department of Conservation, and will involve the conversion of the property to non-agricultural use.

The Visalia General Plan Update Environmental Impact Report (EIR) has already considered the environmental impacts of the conversion of properties within the Planning Area, which includes the subject property, into non-agriculture uses. Overall, the General Plan results in the conversion of over 14,000 acres of Important Farmland to urban uses, which is considered significant and unavoidable. Aside from preventing development altogether the conversion of Important Farmland to urban uses cannot be directly mitigated. However, the General Plan contains multiple polices that together work to limit conversion only to the extent needed to accommodate long-term growth. The General Plan policies identified under Impact 3.5-1 of the EIR serve as the mitigation, which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area. These policies include the implementation of a three-tier growth boundary system that assists in protecting open space around the City fringe and maintaining compact development within the City limits.

b. Because there is still a significant impact to loss of agricultural resources after conversion of properties within the General Plan Planning Area to non-agricultural uses, a Statement of Overriding Considerations was previously adopted with the Visalia General Plan Update EIR.

c. The project is not located on property that is party to a Williamson Act contract. Existing City zoning for the area is C-N (Neighborhood Commercial). As such zoning for agricultural use will not be affected, therefore there is no impact.

d. There is no forest land or timberland currently located on the site, nor does the site conflict with a zoning for forest land, timberland, or timberland zoned timberland production. Therefore, there is no impact.

e. There is no forest or timberland currently located on the site. Therefore, there is no impact.

f. The project will not involve any changes that would promote or result in the conversion of farmland to non-agriculture use. The subject property is currently designated for urban rather than agricultural land use and surrounded by urbanized uses. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur. Therefore, there is no impact.

III. AIR QUALITY

a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan and will therefore be a less than significant impact.

b. Development under the Visalia General Plan will result in emissions that will exceed thresholds established by the SJVAPCD for PM10 and PM2.5. The project will contribute to a net increase of criteria pollutants and will therefore

contribute to exceeding the thresholds. Also, the project could result in short-term air quality impacts related to dust generation and exhaust due to construction and grading activities. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable and for which a Statement of Overriding Considerations was adopted. The General Plan policies identified under Impacts 3.3-1 and 3.3-2 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

An air quality evaluation was completed by Padre Associates Inc. to evaluate air quality and greenhouse gas emissions. The results of the evaluation of NOX, ROG, PM10, PM2.5, CO and SO2 emissions is that all emissions will be below the thresholds established by the San Joaquin Air Pollution Control District for both construction and operations of the project.

The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

c. Tulare County is designated non-attainment for certain federal ozone and state ozone levels. The project will result in a net increase of criteria pollutants. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable and for which a statement of overriding considerations was adopted. General Plan policies identified under Impacts 3.3-1, 3.3-2, and 3.3-3 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

As stated in (b) above, the emissions from both construction and operations will be below thresholds established by the SJVAPCD.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of fees to the SJVAPCD.

Due to the proximity of residences located to the west and south of the proposed project, which are considered sensitive receptors susceptible to air quality impacts from the proposed use, an analysis was prepared to determine whether a Health Risk Assessment (HRA) should be prepared. The analysis used the SJVAPCD Prioritization Calculator to determine the "Total Max Score" of Project specific toxic emissions. The prioritization screening evaluated the impacts to receptors for the estimated onsite Project diesel particulate matter (DPM) emissions associated with the construction phase and DPM emissions associated with the operational phase. The results of the prioritization screening indicate that the Project's maximum prioritization score for the yearly construction phase was 7.11 and for the yearly operational phase is 8.55. In years 2 and 3 of construction the emissions of the construction phase and operational phase would be additive. Adding the yearly construction phase score of 7.11 and one third of the operational score of 8.55 the total yearly score for years 2 and 3 would be 9.96. A facility or project with a prioritization score between 0 and less than 10 would not be required to perform a HRA and would have a less than significant impact.

As a result, an HRA with dispersion modeling was not required for the Project considering the SJVAPCD's methodology/threshold. Toxic Air Contaminant (TAC) emissions generated during Project operations would not expose sensitive receptors to substantial pollutant concentrations. Therefore, mitigation is not warranted since there is a less than significant impact from Project operational emissions.

d. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people.

IV. BIOLOGICAL RESOURCES

a. A Biological Resources Evaluation (BRE) was completed by Live Oak Associates Inc. The BRE identified that the site has the potential to be used for nesting by a variety of avian species, including the Loggerhead Shrike, a California species of special concern. The project site also has the potential to support roosting by native bat species, possibly including the special-status pallid bat. By limiting construction to lower-risk times of year if feasible, conducting preconstruction surveys for nesting birds and roosting bats, avoiding any active nests or maternity roosts that are found, and humanely evicting bats from any non-maternity roosts, these impacts can be reduced to a less than significant level under CEQA. The following measures will be implemented for the protection of nesting birds and raptors including the loggerhead shrike.

Mitigation Measure 4a (Construction Timing). If feasible, future construction activities will take place entirely outside of the avian nesting season, defined here as February 1 to August 31.

Mitigation Measure 4b (Preconstruction Surveys). If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within 250 feet.

Mitigation Measure 4c (Avoidance of Active Nests). Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.

The BRE also identified potential impacts to roosting bats, including the Pallid Bat, a California species of special concern. The BRE identified that the bat may roost in the

Valley Oak trees on the project site. The BRE identified mitigation measures that would apply if the Valley Oak trees could not be removed outside the bat roosting period of April to September. On September 11, 2024, the City issued an Oak Tree Removal Permit and on November 20, 2024, the trees were removed. The trees were removed outside the bat roosting period. Given the trees have been removed, staff has concluded that mitigation measures are not necessary and impacts are less than significant to roosting bats.

No other impacts to federal, state or special status species are anticipated to occur on the project site. Therefore impacts are considered less than significant with mitigation.

b. The project is not located within an identified sensitive riparian habitat or other natural community. Packwood Creek is located approximately 50 feet to the west of the project site and will not be affected by the proposed development.

In addition, City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within the Planning Area. With implementation of these policies and being that the project is not located within or adjacent to an identified sensitive riparian habitat or other natural communities, including woodlands, impacts on woodlands will be less than significant.

c. The project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act. City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain protected wetlands and other waters may be directly or indirectly affected by future development within the General Plan Planning Area. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-3 of the EIR, that together work to reduce the potential for impacts on wetlands and other waters located within the Planning Area. With implementation of these policies, impacts on wetlands will be less than significant.

d. In addition, City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within the Planning Area. With implementation of these policies and being that the project is not located within or adjacent to an identified sensitive riparian habitat or other natural communities, including woodlands, impacts on woodlands will be less than significant.

e. The project will not conflict with any local policies or ordinances protecting biological resources. The City of Visalia has a municipal ordinance in place to protect valley oak trees. There were four Valley Oak trees on the project site. The city arborist inspected the trees and found that three trees were in poor health and one tree was healthy. The City issued a permit to the property owner to remove the trees and required payment of a mitigation fee for the removal of the one healthy tree. The trees were removed on November 20, 2024. Therefore, the project will not conflict with local policies or ordinances, and therefore there is no impact.

f. There are no local or regional habitat conservation plans for the area, therefore there is no impact.

V. CULTURAL RESOURCES

a. Per the "Cultural Resources Assessment" prepared by Taylored Archaeology for The Hub Commercial Project, there are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary recommendations.

b. There are no known archaeological resources located within the project area. If an archaeological resource is unearthed during development all work should be halted until a qualified archaeologist can identify the discovery and assess its significance. will cease until a qualified professional archaeologist can evaluate the finding and make necessary recommendations.

c. There are no known human remains buried in the project vicinity. If human remains are uncovered during development all work should cease until the Tulare County Coroner is 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.

VI. ENERGY

a. Development of the site will require the use of energy supply and infrastructure. However, the use of energy will be typical of that associated with commercial development associated with the underlying zoning. Furthermore, the use is not considered the type of use or intensity that would result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The project will be required to comply with California Building Code Title 24 standards for energy efficiency.

Policies identified under Impacts 3.4-1 and 3.4-2 of the General Plan EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to energy will be less than significant.

b. The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, based on the discussion in section VI.a above.

VII. GEOLOGY AND SOILS

a. The State Geologist has not issued an Alquist-Priolo Earthquake Fault Map for Tulare County. The project area is not located on or near any known earthquake fault lines. Therefore, the project will not expose people or structures to potential substantial adverse impacts involving earthquakes, therefore there is no impact.

b. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards, therefore there is no impact.

c. The project area is relatively flat and the underlying soil is not known to be unstable. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area have low expansion characteristics. Therefore there is no impact.

d. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, which is defined as very low potential expansion, therefore there is no impact.

e. The project does not involve the use of septic tanks or alternative wastewater disposal systems since sanitary sewer lines are available for connection for the disposal of wastewater at this location, therefore there is no impact.

f. There are no known unique paleontological resources or geologic features located within the project area. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VIII. GREENHOUSE GAS EMISSIONS

a. The project is expected to generate Greenhouse Gas (GHG) emissions in the short-term as a result of the construction of the project, and long-term as a result of day- to-day operation of the development.

The City has prepared and adopted a Climate Action Plan (CAP) which includes a baseline GHG emissions inventories, reduction measures, and reduction targets consistent with local and State goals. The CAP was prepared concurrently with the proposed General Plan and its impacts are also evaluated in the Visalia General Plan Update EIR.

The Visalia General Plan and the CAP both include policies that aim to reduce the level of GHG emissions emitted in association with buildout conditions under the General Plan. Although emissions will be generated as a result of the projects, implementation of the General Plan and CAP policies will result in fewer emissions than would be associated with a continuation of baseline conditions. Thus, the impact to GHG emissions will be less than significant.

b. The State of California has enacted the Global Warming Solutions Act of 2006 (AB 32), which included provisions for reducing the GHG emission levels to 1990 "baseline" levels by 2020 and to a level 80% below 1990 baseline levels by 2050. In addition, the State has enacted SB 32 which included provisions for reducing the GHG emission levels to a level 40% below 1990 baseline levels by 2030.

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32 and SB 32. Current and probable future state and local GHG reduction measures will continue to reduce the project's contribution to climate change. As a result, the project will not contribute significantly, either individually or cumulatively, to GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

a. No hazardous materials are anticipated with the project.

b. Construction activities associated with development of the project may include maintenance of on-site construction equipment that could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.

c. There are no schools located within one-quarter mile from the project. There is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites within one-quarter mile of school sites, therefore there is no impact.

d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5. A Phase 1 Environmental Site Assessment Report was prepared by Taylored Archaeology on October 2024, which stated that there was no evidence that there were conditions on-site or off-site that would create a hazard to the public or the environment; therefore there is no impact.

e. The City's adopted Airport Master Plan shows the project area is located outside of all Airport Zones and is not located within 2 miles of a public airport. There are no restrictions for the proposed project related to Airport Zone requirements. No impact.

f. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan. No impact.

g. There are no wild lands within or near the project area. No impact.

X. HYDROLOGY AND WATER QUALITY

a. Development projects associated with buildout under the Visalia General Plan are subject to regulations that serve to ensure that such projects do not violate water quality standards of waste discharge requirements. These regulations include the Federal Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) permit program. State regulations include the State Water Resources Control Board (SWRCB) and more specifically the Central Valley Regional Water Quality Control Board (RWQCB), of which the project site area falls within the jurisdiction of Adherence to these regulations results in projects incorporating measures that reduce pollutants. The project will

be required to adhere to municipal wastewater requirements set by the Central Valley RWQCB and any permits issued by the agency.

Furthermore, there are no reasonably foreseeable reasons why the project would result in the degradation of water quality.

The Visalia General Plan contains multiple policies, identified under Impact 3.6-2 and 3.9-3 of the EIR, that together work to reduce the potential for impacts to water quality. With implementation of these policies and the existing City standards, impacts to water quality will be less than significant.

b. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conversation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge. Impacts are considered less than significant.

c.

i. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards. Impacts are considered less than significant.

ii. Development of the site will create additional impervious surfaces. However, existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

Policies identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

iii. Development of the site will create additional impervious surfaces. However, existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

Policies identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

Existing storm water mains are on site and the applicant will be connecting to service. Furthermore, the project will be required to meet the City's improvement standards for directing storm water runoff to the City's storm water drainage system consistent with the City's adopted City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

d. The project area is located sufficiently inland and distant from bodies of water, and outside potentially hazardous areas for seiches and tsunamis. The site is also relatively flat, which will contribute to the lack of impacts by mudflow occurrence. Therefore there will be no impact related to these hazards.

e. Development of the site has the potential to affect drainage patterns in the short term due to erosion and sedimentation during construction activities and in the long term through the expansion of impervious surfaces. Impaired storm water runoff may then be intercepted and directed to a storm drain or water body, unless allowed to stand in a detention area. The City's existing standards may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the SWRCB's General Construction Permit process, which would address erosion control measures.

The Visalia General Plan contains multiple policies, identified under Impact 3.6-1 of the EIR, that together work to reduce the potential for erosion. With implementation of these policies and the existing City standards, impacts to erosion will be less than significant.

XI. LAND USE AND PLANNING

a. The project will not physically divide an established community. The site is surrounded by a mix of commercial and residential development and would not result in development that would split existing urban areas. The General Plan Land Use Diagram designates the project area as Neighborhood Commercial. The Zoning Map designates the site as C-N (Neighborhood Commercial), which is consistent with the General Plan Land Use Designation of Neighborhood Commercial as identified in Table 9-1 "Consistency Between the Plan and Zoning" of the General Plan. Neighborhood Commercial centers that include a mix of uses are considered compatible uses in commercial areas where potential impacts can be addressed through the conditional use permit process. The site is located at the northwest corner of Lovers Lane and Walnut Avenue, both designated arterial roadways.

The Visalia General Plan contains multiple policies, identified under Impact 3.1-2 of the EIR, that together work to reduce the potential for impacts to the development of land as designated by the General Plan. With implementation of these policies and the existing City standards, impacts to land use development consistent with the General Plan will be less than significant.

b. The project site is within the Urban Development Tier 1 Boundary. Development of commercial lands in Tier 1 may occur at any time. The proposed project is consistent with Land Use Policies 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."

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site's General Plan Land Use Designation of Neighborhood Commercial and the Zoning Designation of C-N (Neighborhood Commercial) are consistent with each other

based on the underlying allowed land uses and density ranges as identified in Table 9-1 "*Consistency between the Plan and Zoning"* of the General Plan. The City of Visalia's Zoning Ordinance allows for neighborhood commercial development as a permitted use, though the car wash and drive through restaurants identified in the commercial development require a Conditional Use Permit.

Lastly, the proposed project will be consistent with the Land Use Element of the General Plan, including Policies LU-P-64 and LU-P-67 pertaining to Neighborhood Commercial Development, and consistent with the standards for commercial development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapters 17.18 and 17.30. Therefore there is no impact to land use plan, policy or regulations.

XII. MINERAL RESOURCES

a. No mineral areas of regional or statewide importance exist within the Visalia area, therefore there is no impact.

b. There are no mineral resource recovery sites delineated in the Visalia area, therefore there is no impact.

XIII. NOISE

a. The project will result in noise generation typical of urban development. The Visalia Noise Element and City Ordinance contain criterion for acceptable noise levels inside and outside residential living spaces. This standard is 65 dB DNL for outdoor activity areas associated with residences and 45 dB DNL for indoor areas.

An acoustical analysis was prepared for the proposed project, addressing the proposed commercial, automated car wash use and drive through restaurants. See Noise Assessment for The Hub prepared by 45 dB Acoustics LLC, October 31, 2024. The purpose of the study is to determine if noise levels associated with the project will comply with the City's applicable noise level standards, particularly upon the existing single-family residential to the west and south. The acoustical analysis is intended to determine project-related noise levels for all aspects of the proposed project.

The Acoustical Analysis concluded that an exterior noise level in excess of the 65 dB DNL standard for noise-sensitive land uses, specified in the City's Noise Element, exists on the project site, primarily due to traffic noise on Lovers Lane and Walnut Avenue. To ensure that community noise standards are met for the development, the project developers have proposed to include the following in the project:

- Six foot tall block wall along the west property line.
- Car wash system with continuous dryers having an entry noise level less than 81 dBA measures at 10 feet in front of the entrance and an exit noise level less than 85.5 dBA measured at 10 feet from the exit.
- Drive through loudspeaker with an adjustable volume control system or that don't exceed 60 dBA at the nearest property line.
- No idling or delivery or refrigeration trucks on-site.

With the above listed project requirements, mitigation measures were not recommended in the Acoustic Analysis and impacts are considered less than significant.

b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the project. Construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus, the impacts will be less than significant.

c. The project area is not within two miles of a public airport, and there is no private airstrip near the project area. The project will not expose people residing or working in the project area to excessive noise levels resulting from aircraft operations.

XIV. POPULATION AND HOUSING

a. The project will not directly induce substantial unplanned population growth that is in excess of that planned in the General Plan. Therefore, there is no impact.

b. Development of the site will not displace any housing or people on the site. The area being developed is currently vacant land within a developed commercial shopping center. Therefore, there is no impact.

XV. PUBLIC SERVICES

a.

i. Current fire protection facilities are located at Visalia Station 56, located directly across the street on Lovers Lane, and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

iii. The project will not generate new students for which existing schools in the area would need to accommodate.

iv. Current park facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

v. Other public facilities can adequately serve the site without a need for alteration

XVI. RECREATION

a. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment. Nor will the project increase the use of existing neighborhood and regional parks as no residential uses are proposed; therefore there is no impact.

b. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment; therefore there is no impact.

XVII. TRANSPORTATION AND TRAFFIC

a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies addressing the circulation system. Th project will include transit, bicycle and pedestrian facilities in accordance with the City of Visalia Circulation Element; therefore there is no impact.

b. Development of the site will result in increased traffic in the local area, but will not cause a substantial increase in traffic Citywide. This site was evaluated in the Visalia General Plan Update Environmental Impact Report (EIR) for Neighborhood Commercial use.

A Traffic Evaluation and Vehicle Miles Traveled (VMT) Assessment was prepared by C2 Consulting, November 2024. The analysis included trip generation from the project as well as a projection of existing conditions with the project at four intersections. The trip generation analysis concluded that existing conditions plus project would result in Level of Service of "D" or better at all four intersections.

The City of Visalia, in determining the significance of transportation impacts for land use projects, recognizes the adopted City of Visalia Vehicle Miles Travelled (VMT) Thresholds and Implementation Guidelines ("Guidelines") recommended threshold as the basis for what constitutes a significant or less than significant transportation impact. The Guidelines recommend a 16% reduction target based on the Greenhouse Gas emission reduction target for 2035 for the Tulare County region set by the SB 375 Regional Plan Climate Target. Therefore, projects exceeding 16% below the existing VMT per capita is indicative of a significant environmental impact.

For the metric measuring VMT per trip distance, a map of the City of Visalia, produced by Tulare County Association of Governments (TCAG), provides areas with 84% or less average VMT per trip distance, or 16% below the regional average. In the subject site's TAZ, the current average trip distance experienced is 13.6005 miles, which is above the average county-wide trip distance of 29.0 miles and the 16% target reduction of 4.64 miles. Hence, the proposal is screened out of performing a VMT analysis and the project will have a less than significant impact with regards to compliance with CEQA Guidelines section 15064.3, subdivision (b)

c. There are no planned geometric designs associated with the project that are considered hazardous.

d. The project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

a. The proposed project would not 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.

i. The site is not 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); therefore there is no impact.

ii. The site has been determined to not 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; therefore there is no impact.

Further, the EIR (SCH 2010041078) for the 2014 General Plan update included a thorough review of sacred lands files through the California Native American Heritage Commission. The sacred lands file did not contain any known cultural resources information for the Visalia Planning Area.

XIX. UTILITIES AND SERVICE SYSTEMS

a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed project will therefore not cause significant environmental impacts.

Existing sanitary sewer and storm water mains are adjacent to the site and the project will be connecting to those services. Usage of these lines is consistent with the City Sewer System Master Plan and Storm Water Master Plan. Impacts to these services are considered less than significant.

b. The project has been reviewed by California Water, the purveyor of water in the City of Visalia, and they have stated that they can service the proposed project with existing facilities located adjacent to the project; therefore impacts are considered less than significant.

c. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant; therefore there is no impact.

d. The City of Visalia has determined that the current solid waste disposal facilities can adequately serve the site without a need for alteration; therefore there is no impact.

e. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements; therefore there is no impact.

XX. WILDFIRE

a. The project is located on a site that is adjacent on all four sides by existing development. The site will be further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained; therefore there is no impact.

b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks; therefore

there is no impact.

c. The project is located on a site that is adjacent on all four sides by existing development, including arterial roadways on two sides. The development does not require the installation of off site infrastructure that may exacerbate fire risk or impacts to the environment. On-site connection to existing infrastructure ill be typical of commercial development and will be constructed consistent with City and State standards; therefore there is no impact.

d. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that would expose persons or structures to significant risks of flooding or landslides; therefore there is no impact.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a. As mitigated, the project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia's General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

b. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

c. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

____ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**

__X__ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**

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

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

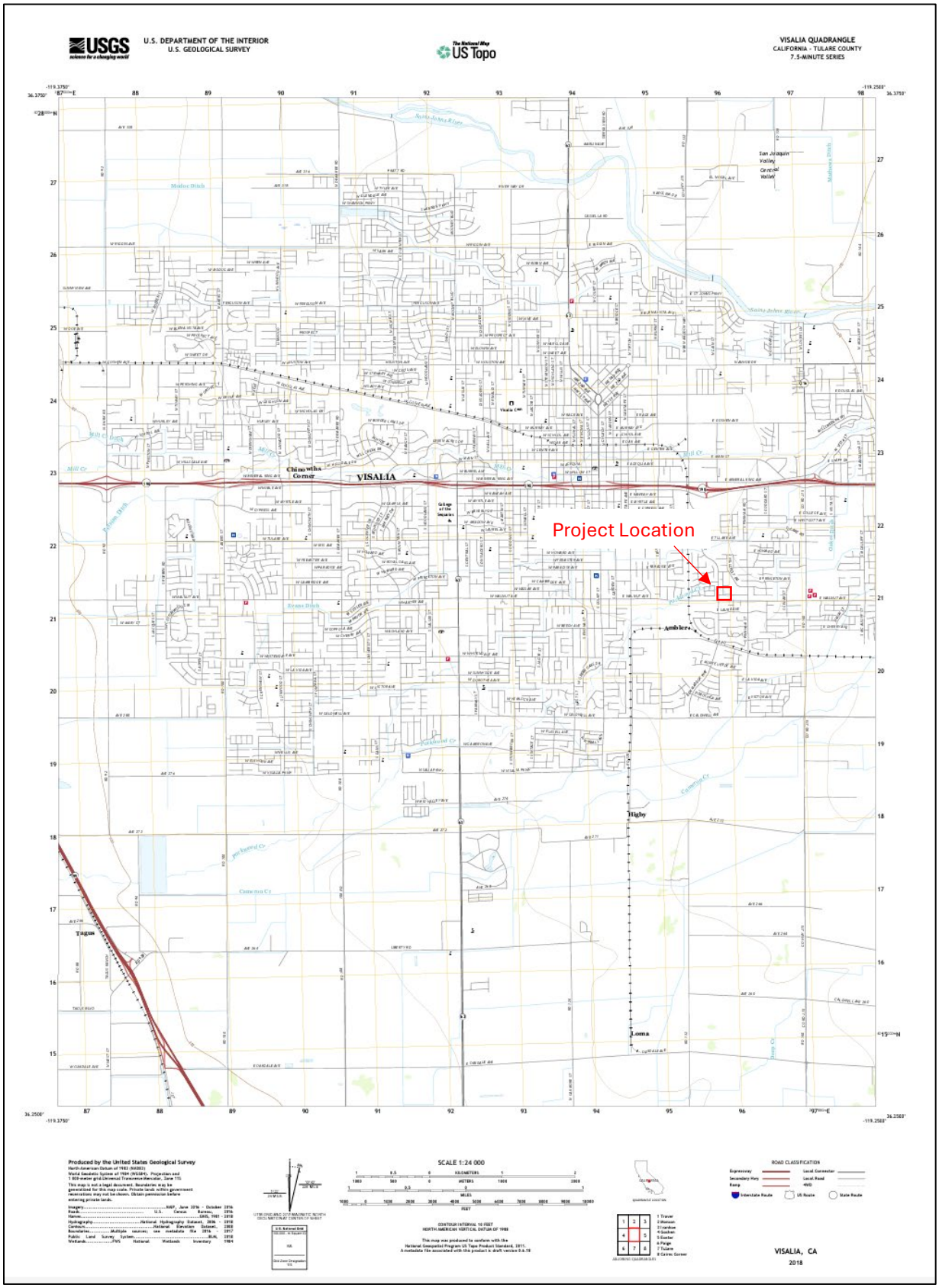
___ I find that as a result of the proposed project no new effects could occur, or new mitigation measures would be required that have not been addressed within the scope of the Program Environmental Impact Report (SCH No. 2010041078). The Environmental Impact Report prepared for the City of Visalia General Plan was certified by Resolution No. 2014-37 adopted on October 14, 2014. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**

March 13, 2025

Brandon Smith, AICP
Environmental Coordinator

Date

USGS Map Visalia Quadrangle



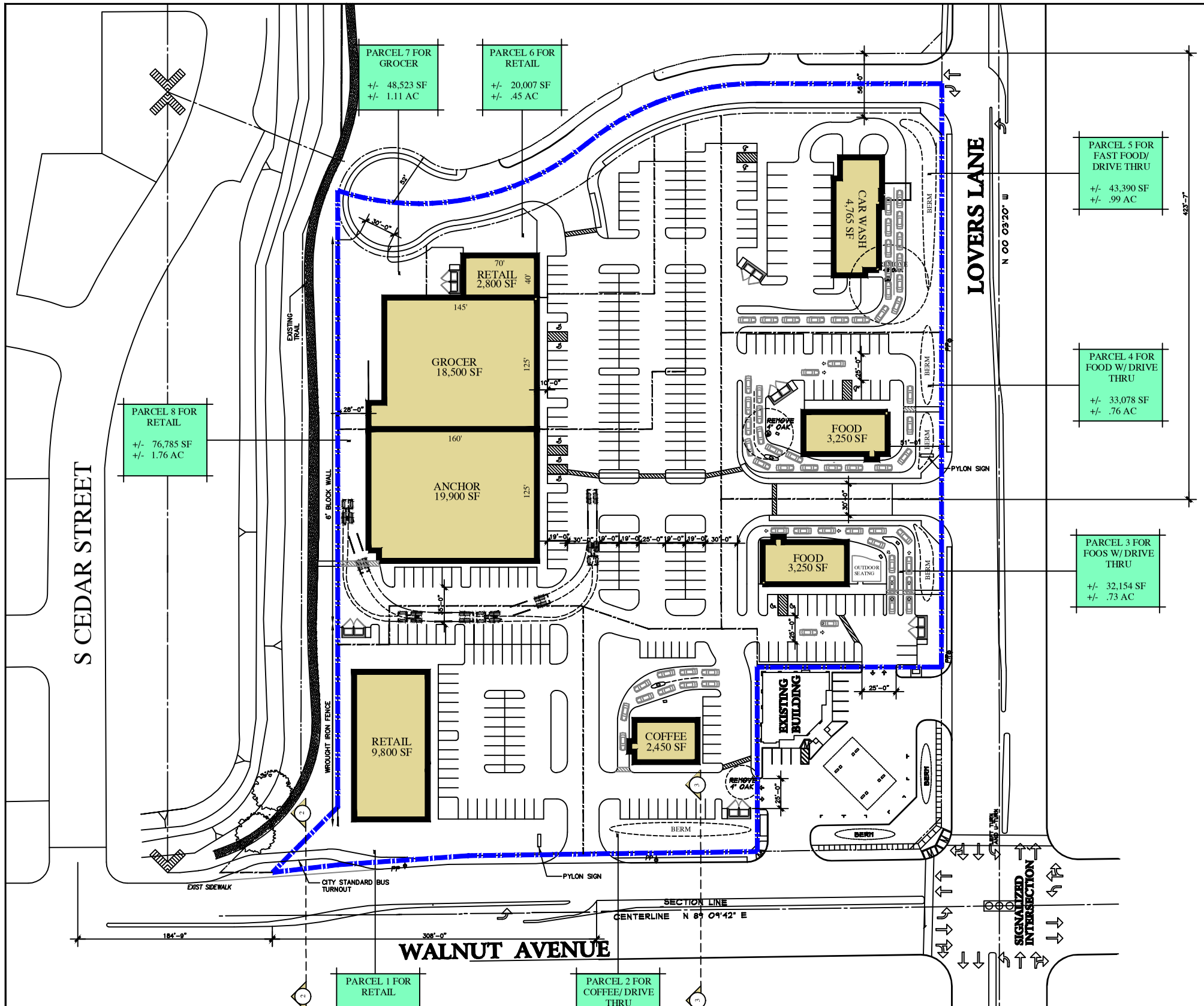
Aerial Project Location

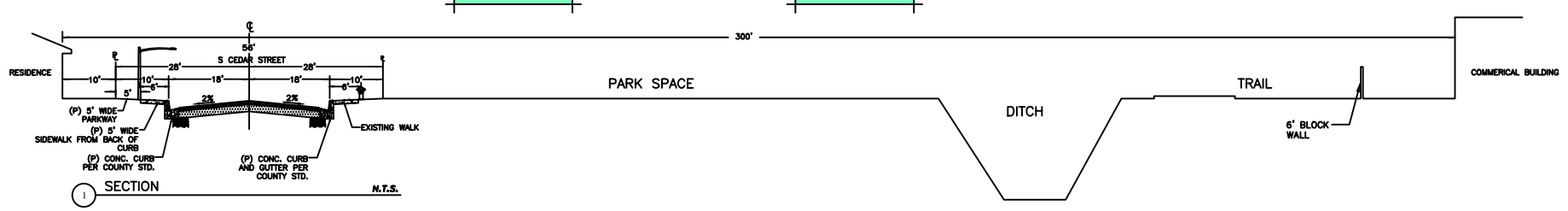
PROPOSED DEVELOPMENT FOR
THE HUB
VISALIA CALIFORNIA

OWNER
VISALIA RETAIL LP

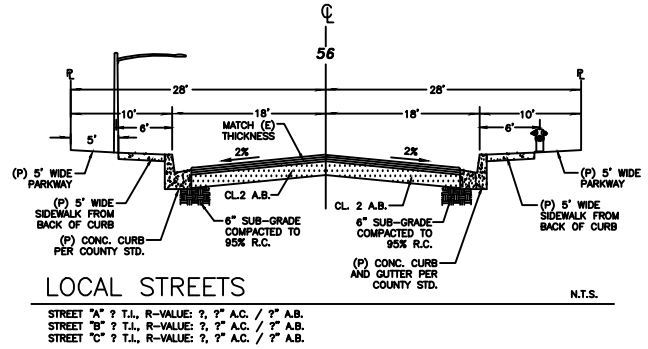
DEVELOPER
N&M CAPITAL, LLC
GREG NUNLEY (559)799-6993
1678 N MOONEY BLVD SUITE J
TULARE, CA 93274

PROJECT INFO
NORTH WEST CORNER OF WALNUT AND LOVERS LANE
APN: 100-370-025
TOTAL AREA: +- 8.31 AC
EXISTING USE: VACANT
ZONING: C-N



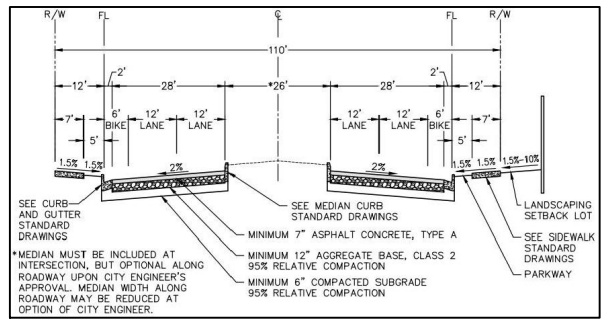


1 SECTION N.T.S.

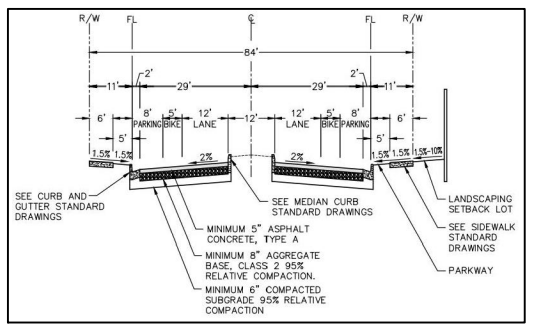


LOCAL STREETS
N.T.S.

STREET "A" ? T.I., R-VALUE: ?, ?" A.C. / ?" A.B.
STREET "B" ? T.I., R-VALUE: ?, ?" A.C. / ?" A.B.
STREET "C" ? T.I., R-VALUE: ?, ?" A.C. / ?" A.B.



3 LOVERS LANE/ WALNUT AT EAST PL N.T.S.



2 WALNUT AVENUE @ WEST PL N.T.S.

SITE & PARKING INFO

	USE	PARCEL AREA	REQUIRED	PROVIDED
PARCEL 1	RETAIL	55,563 SF	33	61
PARCEL 2	COFFEE	35,794 SF	17	24
PARCEL 3	FOOD	32,154 SF	22	22
PARCEL 4	FOOD	33,078 SF	22	22
PARCEL 5	CARWASH	43,390 SF	5	9
PARCEL 6	RETAIL	20,007 SF	10	14
PARCEL 7	GROCER	48,523 SF	37	56
PARCEL 8	GYM	76,785 SF	40	99

REVISIONS: MARK | DATE | DRAWN BY: BN | DRBD | AUGUST 2024 | SCALE: 1"=50'-0" | 1 | 2 | 3 | 4

ENGINEERING
A.W.
724 N. BEN MADDOX WAY SUITE A
VISALIA, CA. 93292
(559) 713-6139
awengineering09@gmail.com

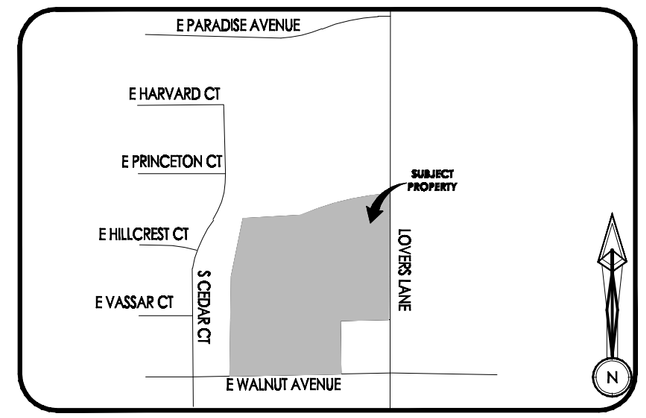
PROPOSED DEVELOPMENT FOR THE HUB VISALIA CALIFORNIA

SHEET: SITE
JOB NUMBER:

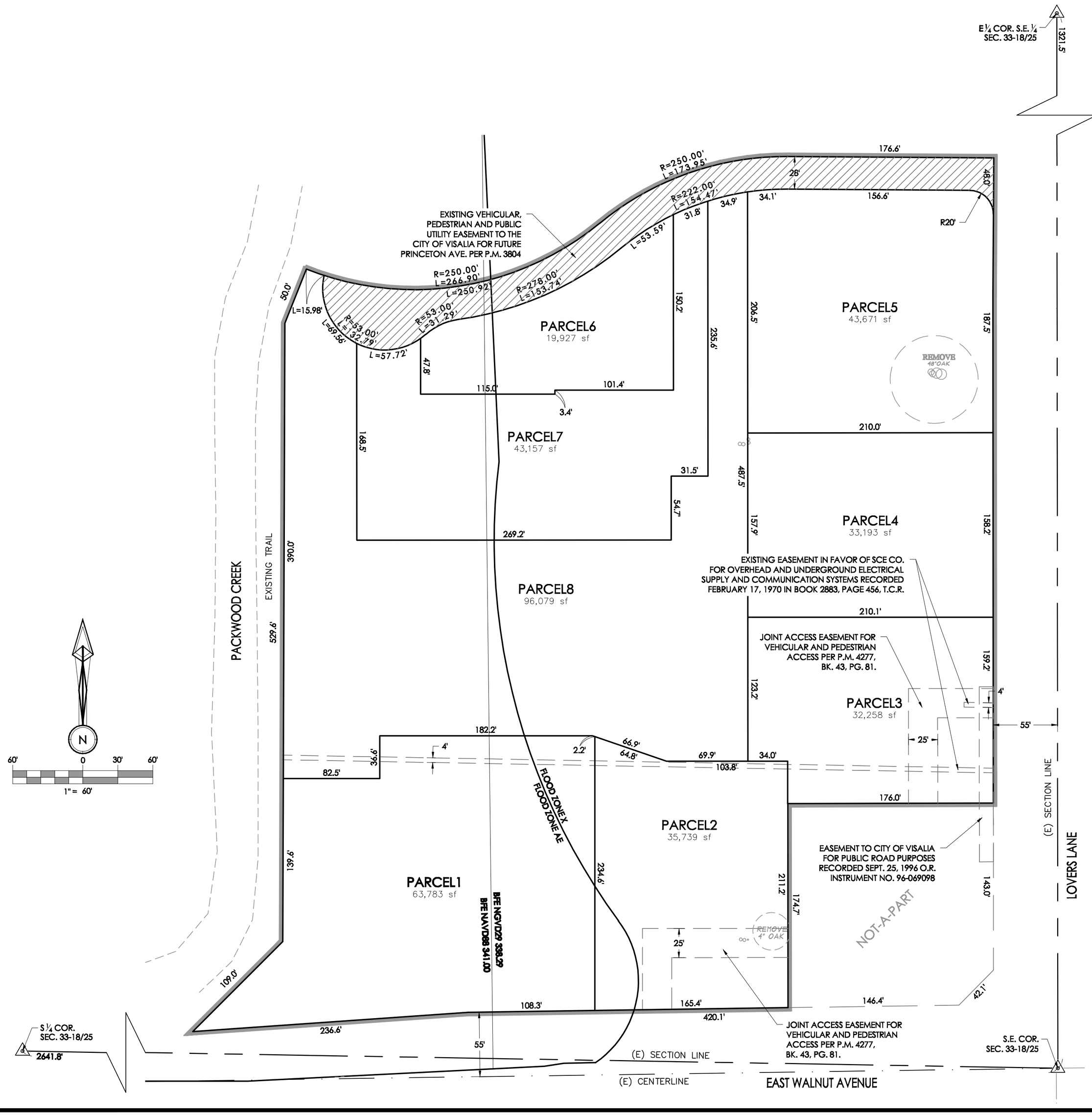
TENTATIVE PARCEL MAP

BEING THE REMAINDER PARCEL OF PARCEL MAP NO. 4277, AS PER RCORD MAP RECORDED IN BOOK 43, PAGE 81 OF PARCL MAPS, TULARE COUNTY RECORDS.

NOVEMBER 2024



VICINITY MAP NTS
CITY OF VISALIA COUNTY OF TULARE



OWNER:

VISALIA RETAIL L.P.,
A CALIFORNIA LIMITED PARTNERSHIP

A.P.N.: 100-370-025

APPLICANT:

N & M TULARE, LLC
1878 N. MOONEY BLVD.
TULARE, CA. 93274

559-786-0808

AUTHORIZED AGENT:

AW ENGINEERING
810 W. ACEQUIA AVE.
VISALIA, CA. 93291

(559) 713-6139

SITE DATA

EXISTING ZONING DESIGNATION: C-N

PROPOSED ZONING DESIGNATION: SAME

EXISTING USE: VACANT

PROPOSED USE: COMMERCIAL LOTS

TOTAL AREA: ±8.87 AC

FLOOD ZONE: ZONE X-PANEL NO.06107C0934E, EFF. 6-16-2009

ELECTRICITY: SOUTHERN CALIFORNIA EDISON

WATER: CAL WATER

SEWER: CITY OF VISALIA

REFUSE: CITY OF VISALIA

TELEPHONE: AT&T

GAS: SOUTHERN CA. GAS CO.

CATV:

STORM WATER: CITY OF VISALIA

NOTES:

BOUNDARY LINES SHOWN HEREON IS CALCULATED FROM RECORD AND ARE APPROXIMATE IN NATURE.

APPLICANT'S CERTIFICATE

I HEREBY APPLY FOR APPROVAL OF DIVISION OF REAL PROPERTY SHOWN ON THIS TENTATIVE PARCEL MAP AND CERTIFY THAT I AM THE LEGAL OWNER OF SAID PROPERTY AND THE INFORMATIONSHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

NAME: _____ DATE: _____

Borum Land Surveying Inc.
www.borumlandsurveying.com
1445 W. Grand Ave. Ste. C
Grover Beach, Ca 93433

SHEET 1 OF 1
24101 11-27-24

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

MEMORANDUM

To: N&M Capital LLC

From: Robert Vander Weele

Date: December 13, 2024

Subject: Construction and Operation Phase Air Quality and Greenhouse Gas Emissions Estimates for the Proposed Hub Development Project, Tulare County, California

Padre Associates, Inc. (Padre) has prepared this Memorandum to document the results of the criteria pollutant and greenhouse gas (GHG) estimates for the construction and operational phases of the Proposed Hub Development Project (Project).

Emissions Estimate Methods and Assumptions

Emissions modeling was conducted to estimate the criteria pollutant and GHG emissions for the construction and operational phases of the Project. The emissions were estimated using the most recent emission factors and load factors obtained from the California Emissions Estimator Model® (CalEEMod) User's Guide, Emission Factors (EMFAC) model, the South Coast Air Quality Management District (SCAQMD) and U.S. Environmental Protection Agency (U.S. EPA) AP 42, Fifth Edition, Volume I Chapter 13: Miscellaneous Sources.

Construction Emissions Estimate Results Summary

Criteria pollutant emissions for Project construction activities were estimated to be below the San Joaquin Valley Air Pollution Control District's (SJVAPCD) significance thresholds (refer to Table 1 below). Diesel particulate matter (DPM) from the use of onsite diesel fired equipment was estimated to be less than 0.006 tons per year (refer to Table 2 below). Emissions estimate tables are provided as an attachment.

Table 1. Estimated Construction Criteria Pollutant Emissions

Phase	Units	NO_x	ROG	PM_{10}*	$PM_{2.5}$*	CO	SO_2
Construction	Tons/year	0.663	0.063	2.42	0.593	2.35	0.007
SJVAPCD Significance Threshold (tons/year)		**10**	**10**	**15**	**15**	**100**	**27**
Exceed Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

Notes: * -PM_{10} and $PM_{2.5}$ emissions include emissions from exhaust and fugitive dust.

Table 2. Estimated Construction Particulate and DPM Emissions

Phase	Units	$PM_{10}E$	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$	$PM_{2.5}D$	$PM_{2.5}T$
Construction	Tons/year	0.009	2.41	2.42	0.009	0.584	0.593
DPM Emissions from Onsite Equipment, tons year 1*						0.0054	

Notes: * - Mobile emissions emitted at offsite locations are not included in this DPM total.
Suffixes E = Exhaust, D= Dust and T = Total.

GHG construction emissions for the Project were estimated to be approximately 607 metric tons of carbon dioxide equivalent per year ($MTCO_2E$/year) (refer to Table 3 below).

Table 3. Estimated Construction Related Greenhouse Gas Emissions

Phase	Unit	N_2O	CH_4	CO_2	$MTCO_2E$/year
Total	**Tons**	**0.043**	**0.097**	**654**	**607**

Construction Phase – Information and Assumptions

- All construction equipment type, horsepower, EPA Tier, hourly use and daily use were provided by N&M Capital LLC (N&M) or estimated by Padre.
- Equipment, supplies, fueling, personnel, import and export vehicle trips were provided by N&M or estimated by Padre.
- Site grading, loading/dumping and import/export volumes were provided by N&M.

Detailed source information is provided in the attachments.

Operational Emissions Estimate Results Summary

Criteria pollutant emissions for the Project operational activities were estimated to be below the SJVAPCD significance thresholds (refer to Table 4 below). Mobile emissions were estimated to be the primary source of criteria pollutant emissions. The primary source of PM_{10} and $PM_{2.5}$ emissions were from fugitive dust from vehicles traveling on paved roads.

Table 4. Estimated Operational Criteria Pollutant Emissions

Phase	Units	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2
Operations Phase without Customer Vehicle Emissions	Tons/year	0.087	0.157	0.002	0.003	7.75	0.0004
Operations Phase Customer Vehicle Emissions	Tons/year	1.07	0.150	8.84	2.25	11.3	0.066
Total Operations Emissions	**Tons/Year**	**1.15**	**0.307**	**8.84**	**2.26**	**19.1**	**0.066**
SJVAPCD Significance Threshold (tons/year)		**10**	**10**	**15**	**15**	**100**	**27**
Exceed Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

Total GHG operational phase plus amortized construction phase emissions for the Project were estimated to be approximately 6,440 $MTCO_2E$/year (refer to Table 5 below). Mobile emissions were estimated to be the primary source of GHG emissions.

Table 5. Estimated Operational Greenhouse Gas Emissions

Phase	Unit	N_2O	CH_4	CO_2	$MTCO_2E$/year
Operations Phase without Customer Vehicle* Emissions	Tons/year	0.001	3.06	123	189
Operations Phase Customer Vehicle Emissions	Tons/year	0.410	0.029	6,756	6,231
Total Operations Emissions	**Tons**	**0.410**	**3.09**	**6,879**	**6,420**
Total Operational Phase Plus Amortized Construction Phase Emissions MTCO2E/year*					**6,440**

Notes: * - Construction GHG emissions were amortized over 30 years.

Operational Phase – Information and Assumptions

- Operations are assumed 7 days per week.
- Customer vehicle emissions were calculated based on estimated new daily traffic provided by C2 Consult Corp (C2) of Denver, Colorado. The new daily traffic was estimated by C2 using the ITE Trip Generation Manual data sets (C2, 2024) (refer to attachments for email reference).
- Daily new trips were assumed to be from the Visalia area at 15-mile round trips.

Detailed source information is provided in the attachments.

Attachments: Air Quality and GHG Model Output and Daily Vehicle Estimate Email

Air Quality and Greenhouse Gas Emissions Model Output

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 1: CONSTRUCTION EMISSIONS SUMMARY

Model Run: December 12, 2024

Source	Days	Peak Day Emissions, lbs/day													Project Emissions, tons												$MTCO_2e$
		NO_x	ROG	$PM_{10}E$*	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$*	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	$PM_{10}E$*	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$*	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	
Grading	19	5.34	0.751	0.151	24.3	24.4	0.149	5.16	5.31	29.1	0.095	0.613	1.841	9,319	0.041	0.007	0.001	0.177	0.178	0.001	0.037	0.038	0.276	0.001	0.003	0.017	73.0	67.5
Utilities	173	4.45	0.410	0.084	13.4	13.5	0.082	3.24	3.32	17.3	0.054	0.402	0.777	5,361	0.268	0.034	0.004	0.521	0.526	0.004	0.120	0.125	1.488	0.003	0.006	0.067	279.7	256.9
Vertical Construction	176	5.85	0.155	0.089	30.8	30.9	0.086	7.71	7.79	4.28	0.065	0.965	0.088	6,744	0.293	0.012	0.003	1.516	1.518	0.002	0.377	0.380	0.365	0.002	0.030	0.008	246	231
Flatwork and Paving	4	9.29	2.97	0.175	30.74	30.91	0.171	7.56	7.73	26.8	0.110	1.079	1.343	11,160	0.018	0.006	0.000	0.060	0.061	0.000	0.015	0.015	0.054	0.000	0.002	0.003	22	21
Interior Finishing	33	2.95	0.215	0.041	9.77	9.81	0.040	2.449	2.488	9.01	0.028	0.234	0.108	2,784	0.032	0.003	0.0003	0.100	0.100	0.000	0.025	0.025	0.118	0.0002	0.001	0.001	23.5	21.6
Exterior Finishing	12	2.50	0.236	0.039	9.77	9.81	0.038	2.449	2.487	8.35	0.027	0.233	0.098	2,692	0.011	0.001	0.0002	0.040	0.040	0.0002	0.010	0.010	0.050	0.0001	0.001	0.001	10.6	9.8
Peak Day Emissions, lb/day		***9.29***	***2.97***	***0.175***	***30.8***	***30.9***	***0.17***	***7.71***	***7.79***	***29.1***	***0.110***	***1.079***	***1.84***	***11,160***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
Project Total Emissions, tons															***0.663***	***0.063***	***0.009***	***2.41***	***2.42***	***0.009***	***0.584***	***0.593***	***2.35***	***0.007***	***0.043***	***0.097***	***654***	***607***
SJVAPCD Significance Thresholds															***10***	***10***	*--*	*--*	***15***	*--*	*--*	***15***	***100***	***27***	*--*	*--*	*--*	*--*
Threshold exceeded?															***No***	***No***	*--*	*--*	***No***	*--*	*--*	***No***	***No***	***No***	*--*	*--*	*--*	*--*
DPM Emissions From Onsite Equipment, tons															***0.0054***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
GHG - $MTCO_2e$ conversions																									***273***	***27.9***	***1***	*--*
Approximate Total $MTCO_2e$, tons/yr																									***607***			

Notes:

- Global Warming Potentials (273 for N_2O, 27.9 for CH_4, and 1 for CO_2, Table 7.SM.6, Intergovernmental Panel on Climate Change (IPCC). 2021. Sixth Assessment Report

SJVAPCD - San Joaquin Valley Air Pollution Control District

$MTCO_2e$ - Metric Tons of Carbon Dioxide Equivalent

NO_x - Oxides of Nitrogen

ROG - Reactive Organic Gases

$PM_{2.5}$ - Particulate Matter 2.5 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.

PM_{10} - Particulate Matter 10 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.

DPM - Diesel Particulate Matter

CO - Carbon Monoxide

SO_2 - Sulfur Dioxide

N_2O - Nitrous Oxide

CH_4 - Methane

CO_2 - Carbon Dioxide

* - Includes emissions from onroad vehicles operating offsite.

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 2: Grading

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	0.000	0	--	50.000	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	4	19	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.106	0.024	0.003	0.003	1.509	0.002	0.002	0.0620	191	0.001	0.000	0.000	0.000	0.014	0.000	0.000	0.001	1.82
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-2	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	8	19	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.282	0.065	0.009	0.009	4.013	0.005	0.005	0.1681	519	0.003	0.001	0.000	0.000	0.038	0.000	0.000	0.002	4.93
Lift-1	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	6	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.310	0.071	0.010	0.010	2.619	0.006	0.005	0.1810	559	0.003	0.001	0.000	0.000	0.025	0.000	0.000	0.002	5.31
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	8	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	1.046	0.241	0.032	0.032	8.847	0.020	0.017	0.6112	1896	0.010	0.002	0.000	0.000	0.084	0.000	0.000	0.006	18.01
Scraper-2	475	48	1	8	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	1.046	0.241	0.032	0.032	8.847	0.020	0.017	0.6112	1896	0.010	0.002	0.000	0.000	0.084	0.000	0.000	0.006	18.01
Water Truck-1	400	38	1	4	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.349	0.080	0.011	0.011	2.949	0.007	0.006	0.2064	637	0.003	0.001	0.000	0.000	0.028	0.000	0.000	0.002	6.05
														Total	**3.137**	**0.72**	**0.10**	**0.097**	**28.783**	**0.060**	**0.051**	**1.840**	**5698**	**0.030**	**0.007**	**0.001**	**0.001**	**0.273**	**0.001**	**0.000**	**0.017**	**54.13**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	19	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.559
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	19	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.027	0.006	0.003	0.003	0.056	0.002	0.027	0.000	173	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.640
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	3	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.048
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.168
Heavy Duty Trucks - T7TC (offsite)	1	1	6	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.648	0.006	0.015	0.015	0.034	0.010	0.159	0.000	1007	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.007
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	4	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.336
Heavy Duty Trucks - T7TC (offsite)	1	1	12	50	15	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.295	0.012	0.031	0.029	0.068	0.019	0.317	0.001	2014	0.010	0.000	0.000	0.000	0.001	0.000	0.002	0.000	15.107
														Total	**2.20**	**0.03**	**0.05**	**0.05**	**0.31**	**0.034**	**0.562**	**0.002**	**3621**	**0.011**	**0.000**	**0.000**	**0.000**	**0.002**	**0.000**	**0.003**	**0.000**	**18.86**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	19	5.1564	1.2895	1.136774	0.284273857	0.010799	0.002701
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	19	5.1573	1.2898	3.410906	0.853026465	0.032404	0.008104
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	3	5.1971	1.3037	0.171864	0.043112716	0.000258	0.000065
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	5.2221	1.3125	0.575637	0.144674521	0.000576	0.000145
Heavy Duty Trucks - T7TC (offsite)	1	1	6	50	2	5.2221	1.3125	3.453822	0.868047129	0.003454	0.000868
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	4	5.2221	1.3125	0.575637	0.144674521	0.001151	0.000289
Heavy Duty Trucks - T7TC (offsite)	1	1	12	50	15	5.2221	1.3125	6.907645	1.736094258	0.051807	0.013021
							Total	**16.232285**	**4.073903**	**0.100449**	**0.025192**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximatley 50-miles.

Round trips for fuel deliveries from Visiala area (approximatley 15-miles).

Round trips for LDA and LDT2 is estimated from within within approximatley 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 3: Utilities

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	0.000	0	--	50.000	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	6	173	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.159	0.037	0.005	0.005	2.264	0.003	0.003	0.0930	287	0.014	0.003	0.0004	0.0004	0.196	0.000	0.000	0.008	24.84
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	4	173	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.110	0.025	0.003	0.003	1.566	0.003	0.002	0.0135	241	0.010	0.002	0.0003	0.0003	0.135	0.000	0.000	0.001	20.81
Compressor-2	100	48	1	4	173	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.110	0.025	0.003	0.003	1.566	0.003	0.002	0.0135	241	0.010	0.002	0.0003	0.0003	0.135	0.000	0.000	0.001	20.81
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	4	173	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.139	0.032	0.004	0.004	1.984	0.003	0.002	0.0820	253	0.012	0.003	0.0004	0.0004	0.172	0.000	0.000	0.007	21.91
Generator-1	25	74	1	8	173	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.078	0.003	0.0002	0.0002	0.116	0.000	0.000	0.002	16.04
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	173	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.031	0.001	0.0001	0.0001	0.042	0.000	0.000	0.002	6.01
Lift-2	50	20	1	6	173	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.031	0.001	0.0001	0.0001	0.042	0.000	0.000	0.002	6.01
Loader-1	250	36	1	6	173	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.310	0.071	0.010	0.010	2.619	0.006	0.005	0.1810	559	0.027	0.006	0.0008	0.0008	0.227	0.001	0.000	0.016	48.38
Loader-2	250	36	1	4	173	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.206	0.048	0.006	0.006	1.746	0.004	0.003	0.1206	373	0.018	0.004	0.0005	0.0005	0.151	0.000	0.000	0.010	32.25
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	4	173	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.349	0.080	0.011	0.011	2.949	0.007	0.006	0.2064	637	0.030	0.007	0.001	0.001	0.255	0.001	0.000	0.018	55.10
														Total	**3.005**	**0.39**	**0.047**	**0.047**	**17.010**	**0.031**	**0.025**	**0.775**	**2915**	**0.260**	**0.034**	**0.004**	**0.004**	**1.471**	**0.003**	**0.002**	**0.067**	**252.16**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	173	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.001	0.000	0.000	0.000	0.012	0.000	0.000	0.000	5.091
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	173	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.027	0.006	0.003	0.003	0.056	0.002	0.027	0.000	173	0.002	0.001	0.000	0.000	0.005	0.000	0.002	0.000	14.929
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.128
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	6	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.504
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	31	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.003	0.000	0.000	0.000	0.000	0.000	0.001	0.000	5.203
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.079	0.010	0.026	0.024	0.057	0.016	0.264	0.000	1679	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.679
														Total	**1.44**	**0.02**	**0.04**	**0.04**	**0.27**	**0.023**	**0.377**	**0.001**	**2446**	**0.008**	**0.001**	**0.000**	**0.000**	**0.017**	**0.000**	**0.004**	**0.000**	**27.53**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	173	5.1564	1.2895	1.136774	0.284273857	0.098331	0.024590
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	173	5.1573	1.2898	3.410906	0.853026465	0.295043	0.073787
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	5.1971	1.3037	0.171864	0.043112716	0.000687	0.000172
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	6	5.2221	1.3125	0.575637	0.144674521	0.001727	0.000434
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	31	5.2221	1.3125	1.151274	0.289349043	0.017845	0.004485
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	2	5.2221	1.3125	5.756371	1.446745215	0.005756	0.001447
							Total	**12.202825**	**3.061182**	**0.419390**	**0.104915**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximatley 50-miles.

Round trips for fuel deliveries from Visiala area (approximatley 15-miles).

Round trips for LDA and LDT2 is estimated from within within approximatley 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 4: Vertical Construction

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	0.000	0	--	50.0	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Compressor-2	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Generator-1	25	74	1	8	176	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.079	0.003	0.0002	0.0002	0.118	0.000	0.000	0.002	16.317
Generator-2	25	74	1	8	176	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.079	0.003	0.0002	0.0002	0.118	0.000	0.000	0.002	16.317
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Lift-1	50	20	1	6	176	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.032	0.001	0.0001	0.0001	0.043	0.000	0.000	0.002	6.117
Lift-2	50	20	1	6	176	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.509	0.032	0.001	0.0001	0.0001	0.043	0.000	0.000	0.002	6.12
Loader-1	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Water Truck-1	400	38	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
														Total	**2.519**	**0.11**	**0.007**	**0.007**	**3.654**	**0.006**	**0.004**	**0.085**	**510**	**0.222**	**0.010**	**0.001**	**0.001**	**0.322**	**0.001**	**0.000**	**0.008**	**44.87**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	5	50	176	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.018	0.003	0.001	0.000	0.347	0.001	0.002	0.001	147	0.002	0.000	0.000	0.000	0.031	0.000	0.000	0.000	12.948
Light-Duty Truck - LDT2 (offsite)	1	1	10	50	176	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.045	0.010	0.005	0.005	0.093	0.003	0.045	0.000	288	0.004	0.001	0.000	0.000	0.008	0.000	0.004	0.000	25.312
Med-Heavy Duty - T6 Utility (offsite)	1	1	10	50	176	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.241	0.004	0.004	0.004	0.024	0.010	0.168	0.000	1068	0.021	0.000	0.000	0.000	0.002	0.001	0.015	0.000	93.950
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.128
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	32	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.079	0.010	0.026	0.024	0.057	0.016	0.264	0.000	1679	0.017	0.000	0.000	0.000	0.001	0.000	0.004	0.000	26.9
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	33	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.079	0.010	0.026	0.024	0.06	0.016	0.264	0.000	1679	0.018	0.000	0.000	0.000	0.001	0.000	0.004	0.000	27.696
Heavy Duty Trucks - T7TC (offsite)	1	1	5	30	32	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.324	0.003	0.008	0.007	0.02	0.005	0.079	0.000	504	0.005	0.000	0.000	0.000	0.000	0.000	0.001	0.000	8.057
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	32	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.003	0.000	0.000	0.000	0.000	0.000	0.001	0.000	5.371
Heavy Duty Trucks - T7TC (offsite)	1	1	3	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.324	0.003	0.008	0.007	0.017	0.005	0.079	0.000	504	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.504
														Total	**3.33**	**0.04**	**0.08**	**0.08**	**0.62**	**0.059**	**0.961**	**0.003**	**6234**	**0.071**	**0.002**	**0.002**	**0.002**	**0.043**	**0.002**	**0.030**	**0.000**	**200.82**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	5	50	176	5.1564	1.2895	2.841934	0.710684644	0.250090	0.062540
Light-Duty Truck - LDT2 (offsite)	1	1	10	50	176	5.1573	1.2898	5.684844	1.421710775	0.500266	0.125111
Med-Heavy Duty - T6 Utility (offsite)	1	1	10	50	176	5.1971	1.3037	5.728786	1.437090524	0.504133	0.126464
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	5.1971	1.3037	0.171864	0.043112716	0.000687	0.000172
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	32	5.2221	1.3125	5.756371	1.446745215	0.092102	0.023148
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	33	5.2221	1.3125	5.756371	1.446745215	0.094980	0.023871
Heavy Duty Trucks - T7TC (offsite)	1	1	5	30	32	5.2221	1.3125	1.726911	0.434023564	0.027631	0.006944
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	32	5.2221	1.3125	1.151274	0.289349043	0.018420	0.004630
Heavy Duty Trucks - T7TC (offsite)	1	1	3	50	2	5.2221	1.3125	1.726911	0.434023564	0.001727	0.000434
							Total	**30.545265**	**7.663485**	**1.490037**	**0.373314**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximatley 50-miles.

Round trips for concrete delevery estimated from Hanford California (approximatley 30-miles).

Round trips for fuel deliveries from Visiala area (approximatley 15-miles).

Round trips for LDA and LDT2 is estimated from within within approximatley 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 5: Flatwork and Paving

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.885	4	--	2.600	--	--	--	--	--	--	--	--	2.301	--	--	--	--	--	--	--	--	0.005	--	--	--	--	--	--	--
Architectural Coating	--	--	0	0.000	0	--	50.000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	6	4	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.159	0.037	0.005	0.005	2.264	0.003	0.003	0.0930	287	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.57
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-2	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Dozer	200	43	1	6	4	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.296	0.068	0.009	0.009	2.503	0.006	0.005	0.1740	539	0.001	0.000	0.000	0.000	0.005	0.000	0.000	0.000	1.08
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	8	4	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.002	0.000	0.000	0.000	0.003	0.000	0.000	0.000	0.37
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	4	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.14
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	8	4	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.413	0.095	0.013	0.013	3.492	0.008	0.007	0.2413	746	0.001	0.000	0.000	0.000	0.007	0.000	0.000	0.000	1.49
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	2	8	4	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.385	0.089	0.012	0.012	5.482	0.007	0.006	0.2252	697	0.001	0.000	0.000	0.000	0.011	0.000	0.000	0.000	1.39
Paving Equipment	100	36	1	8	4	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.165	0.038	0.005	0.005	2.349	0.003	0.003	0.0971	300	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.60
Paving Roller	50	38	2	8	4	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	1.836	0.080	0.005	0.005	2.480	0.003	0.003	0.0536	381	0.004	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.76
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	8	4	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.697	0.161	0.021	0.021	5.898	0.013	0.011	0.4128	1274	0.001	0.000	0.000	0.000	0.012	0.000	0.000	0.001	2.55
														Total	**5.211**	**2.92**	**0.07**	**0.074**	**26.294**	**0.047**	**0.039**	**1.340**	**4479**	**0.010**	**0.006**	**0.000**	**0.000**	**0.053**	**0.000**	**0.000**	**0.003**	**8.96**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	4	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.118
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	4	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.036	0.008	0.004	0.004	0.074	0.002	0.036	0.000	230.1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.460
Passenger Vehicle - LDA (offsite)	1	1	1	50	4	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.004	0.001	0.000	0.000	0.069	0.000	0.000	0.000	29.4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.059
Light-Duty Truck - LDT2 (offsite)	1	1	3	50	4	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.014	0.003	0.002	0.001	0.028	0.001	0.014	0.000	86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.173
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	1	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.016
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839
Heavy Duty Trucks - T7TC (offsite)	1	1	16	50	4	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.727	0.016	0.041	0.039	0.09	0.025	0.423	0.001	2686	0.003	0.000	0.000	0.000	0.000	0.000	0.001	0.000	5.371
Heavy Duty Trucks - T7TC (offsite)	1	1	2	30	17	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.130	0.001	0.003	0.003	0.01	0.002	0.032	0.000	201	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.712
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	4	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.864	0.008	0.020	0.020	0.05	0.013	0.212	0.000	1343	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.686
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.084
Heavy Duty Trucks - T7TC (offsite)	1	1	9	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.972	0.009	0.023	0.022	0.051	0.014	0.238	0.000	1511	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.511
														Total	**4.08**	**0.05**	**0.10**	**0.10**	**0.52**	**0.063**	**1.040**	**0.003**	**6681**	**0.008**	**0.000**	**0.000**	**0.000**	**0.001**	**0.000**	**0.002**	**0.000**	**13.03**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	4	5.1564	1.2895	1.136774	0.284273857	0.002274	0.000569
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	4	5.1573	1.2898	4.547875	1.13736862	0.009096	0.002275
Passenger Vehicle - LDA (offsite)	1	1	1	50	4	5.1564	1.2895	0.568387	0.142136929	0.001137	0.000284
Light-Duty Truck - LDT2 (offsite)	1	1	3	50	4	5.1573	1.2898	1.705453	0.426513232	0.003411	0.000853
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	1	5.1971	1.3037	0.171864	0.043112716	0.000086	0.000022
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	5.2221	1.3125	1.151274	0.289349043	0.002878	0.000723
Heavy Duty Trucks - T7TC (offsite)	1	1	16	50	4	5.2221	1.3125	9.210193	2.314792343	0.018420	0.004630
Heavy Duty Trucks - T7TC (offsite)	1	1	2	30	17	5.2221	1.3125	0.690764	0.173609426	0.005871	0.001476
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	4	5.2221	1.3125	4.605096	1.157396172	0.009210	0.002315
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	5.2221	1.3125	0.575637	0.144674521	0.000288	0.000072
Heavy Duty Trucks - T7TC (offsite)	1	1	9	50	2	5.2221	1.3125	5.180734	1.302070693	0.005181	0.001302
							Total	**29.544051**	**7.415298**	**0.057852**	**0.014520**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximatley 50-miles.

Round trips for concrete delevery estimated from Hanford California (approximatley 30-miles).

Round trips for fuel deliveries from Visiala area (approximatley 15-miles).

Round trips for LDA and LDT2 is estimated from within within approximatley 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 6: Interior Finishing

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	21.0	33	--	50.0	--	--	--	--	--	--	--	--	0.0231	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	8	33	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.004	0.001	0.000	0.000	0.052	0.000	0.000	0.000	7.94
Compressor-2	100	48	1	8	17	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.002	0.000	0.000	0.000	0.027	0.000	0.000	0.000	4.09
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	8	33	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.015	0.001	0.000	0.000	0.022	0.000	0.000	0.000	3.06
Generator-2	25	74	1	4	17	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.449	0.020	0.001	0.001	0.669	0.001	0.001	0.0101	92.7	0.004	0.000	0.000	0.000	0.006	0.000	0.000	0.000	0.79
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	33	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.006	0.000	0.000	0.000	0.008	0.000	0.000	0.000	1.15
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
														Total	**2.149**	**0.20**	**0.02**	**0.019**	**8.761**	**0.014**	**0.010**	**0.107**	**1310**	**0.030**	**0.003**	**0.000**	**0.000**	**0.114**	**0.000**	**0.000**	**0.001**	**17.02**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	33	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.971
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	33	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.036	0.008	0.004	0.004	0.074	0.002	0.036	0.000	230	0.001	0.000	0.000	0.000	0.001	0.000	0.001	0.000	3.797
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.002	0.000	0.000	0.000	0.000	0.000	0.002	0.000	10.7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.168
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.432	0.004	0.010	0.010	0.023	0.006	0.106	0.000	671	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.671
														Total	**0.80**	**0.02**	**0.02**	**0.02**	**0.25**	**0.014**	**0.224**	**0.001**	**1475**	**0.002**	**0.000**	**0.0001**	**0.0001**	**0.004**	**0.000**	**0.001**	**0.0000**	**6.46**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	33	5.1564	1.2895	1.136774	0.284273857	0.018757	0.004691
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	33	5.1573	1.2898	4.547875	1.13736862	0.075040	0.018767
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	5.1971	1.3037	0.057288	0.014370905	0.000057	0.000014
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	5.2221	1.3125	1.151274	0.289349043	0.002878	0.000723
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	5.2221	1.3125	0.575637	0.144674521	0.000576	0.000145
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	5.2221	1.3125	2.302548	0.578698086	0.002303	0.000579
							Total	**9.771396**	**2.448735**	**0.099610**	**0.024918**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximatley 50-miles.

Round trips for fuel deliveries from Visiala area (approximatley 15-miles).

Round trips for LDA and LDT2 is estimated from within within approximatley 50-miles.

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 7: Exterior Finishing

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	57.8	12	--	50.0	--	--	--	--	--	--	--	--	0.0637	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Crane	250	29	1	0	0	22.000	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	8	12	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.001	0.000	0.000	0.000	0.019	0.000	0.000	0.000	2.89
Compressor-2	100	48	1	8	12	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.001	0.000	0.000	0.000	0.019	0.000	0.000	0.000	2.89
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	8	12	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.005	0.000	0.000	0.000	0.008	0.000	0.000	0.000	1.11
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	12	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.002	0.000	0.000	0.000	0.003	0.000	0.000	0.000	0.42
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
														Total	**1.700**	**0.22**	**0.02**	**0.017**	**8.092**	**0.013**	**0.009**	**0.097**	**1217**	**0.010**	**0.001**	**0.000**	**0.000**	**0.049**	**0.000**	**0.000**	**0.001**	**7.30**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	12	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.353
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	12	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.036	0.008	0.004	0.004	0.074	0.002	0.036	0.000	230	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.381
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.002	0.000	0.000	0.000	0.000	0.000	0.002	0.000	10.7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.084
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.432	0.004	0.010	0.010	0.023	0.006	0.106	0.000	671	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.671
														Total	**0.80**	**0.02**	**0.02**	**0.02**	**0.25**	**0.014**	**0.224**	**0.001**	**1475**	**0.001**	**0.0001**	**0.0000**	**0.0000**	**0.001**	**0.0000**	**0.000**	**0.00000**	**3.34**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	12	5.1564	1.2895	1.136774	0.284273857	0.006821	0.001706
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	12	5.1573	1.2898	4.547875	1.13736862	0.027287	0.006824
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	5.1971	1.3037	0.057288	0.014370905	0.000057	0.000014
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	5.2221	1.3125	1.151274	0.289349043	0.002878	0.000723
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	5.2221	1.3125	0.575637	0.144674521	0.000288	0.000072
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	5.2221	1.3125	2.302548	0.578698086	0.002303	0.000579
							Total	**9.771396**	**2.448735**	**0.039634**	**0.009919**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximatley 50-miles.

Round trips for fuel deliveries from Visiala area (approximatley 15-miles).

Round trips for LDA and LDT2 is estimated from within within approximatley 50-miles.

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
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TABLE 8: Construction - Fugitive Dust Emissions - Phase 1

Construction

Activity	Source	Source Units	Number of Days	Emission Factor	Emission Factor, Units	Peak Day Emissions (lbs/day)		Total Emissions (tons)	
						PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Grading									
Site Grading	2.0	acres/day	19	1.1	lbs PM10/day/acre	2.1725	0.1975	0.0206	0.0031
Truck Loading & Dumping	231	tons/day	19	1.72E-04	lbs/ton	0.0397	0.0060	0.0004	0.0001
Vehicle Miles Off-Road	5.0	vehicle-miles/day	19	1.17	lbs/vehicle-mile	5.8276	0.8825	0.0554	0.0084
					Max/Total	**8.040**	**1.086**	**0.076**	**0.0116**
Utilities									
Site Grading	0.01	acres/day	173	1.1	lbs PM10/day/acre	0.0110	0.0010	0.0010	0.0001
Truck Loading & Dumping	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	1.0	vehicle-miles/day	173	1.17	lbs/vehicle-mile	1.1655	0.1765	0.1008	0.0153
					Max/Total	**1.177**	**0.177**	**0.102**	**0.0154**
Vertical Construction									
Site Grading	0.00	acres/day	0	1.1	lbs PM10/day/acre	0.0000	0.0000	0.0000	0.0000
Truck Loading & Dumping	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	0.25	vehicle-miles/day	176	1.17	lbs/vehicle-mile	0.2914	0.0441	0.0256	0.0039
					Max/Total	**0.291**	**0.044**	**0.026**	**0.0039**
Flatwork and Paving									
Site Grading	0.50	acres/day	4	1.1	lbs PM10/day/acre	0.5500	0.0500	0.0011	0.0002
Truck Loading & Dumping (Grading Phase)	2,038	tons/day	4	1.72E-04	lbs/ton	0.3506	0.05309	0.000701	0.000106
Vehicle Miles Off-Road	0.25	vehicle-miles/day	4	1.17	lbs/vehicle-mile	0.2914	0.0441	0.0006	0.0001
					Max/Total	**1.192**	**0.147**	**0.002**	**0.0004**
Interior Finishing									
Site Grading	0.00	acres/day	0	1.1	lbs PM10/day/acre	0.0000	0.0000	0.0000	0.0000
Truck Loading & Dumping (Grading Phase)	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	0.00	vehicle-miles/day	0	1.17	lbs/vehicle-mile	0.0000	0.0000	0.0000	0.0000
					Max/Total	**0.000**	**0.000**	**0.000**	**0.0000**
Exterior Improvements									
Site Grading	0.0	acres/day	0	1.1	lbs PM10/day/acre	0.0000	0.0000	0.0000	0.0000
Truck Loading & Dumping (Grading Phase)	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	0.00	vehicle-miles/day	0	1.17	lbs/vehicle-mile	0.0000	0.0000	0.0000	0.0000
					Max/Total	**0.000**	**0.000**	**0.0000**	**0.0000**

Fugitive Dust Emissions: Inputs for the Table

Emission factors based on following inputs		
Mean number of rain days per year	*0*	*worst case*
Silt content of soil, fill storage pile, %	*1.5*	*SCAQMD default value*
Roadway inputs (paved and unpaved, as per URBEMIS)		
Roads mean vehicle weight, tons	*20.61*	*based on project description, HHDT + LDT and vehicles weight (average of full and empty)*
unpaved dirt road silt content, %	*8.4*	*AP-42 construction sites*
Truck Loading inputs		
k, particle size multiplier, default=0.35 fpr pm10	*0.35*	
U, mean wind speed, mph range 1.3-15	*8.15*	
M, moisture content, default=12%	*12*	
PM2.5/PM10	*0.15*	
Site grading emissions from CalEEMod for grading	*0.091*	*ratio of PM2.5/PM10 CalEEMod*
Demolition materials, tons/yds3	*1.000*	*estimated for concrete debris*

Fill materials, tons/yds3	*1.000*	*estimated for soils*
Mitigation: demolition area watering (fraction reduction)	*0.00*	*0.61 for watering every 3 hours (SCAQMD)*
Mitigation: grading/dist area watering (fraction reduction)	*0.00*	*0.61 for watering every 3 hours (SCAQMD)*
Mitigation: dumping soil moisture (fraction reduction)	*0.00*	*0.69 for minimum 12% soil moisture (SCAQMD)*
Mitigation: storage piles (fraction reduction)	*0.00*	*0.90 for watering by hand and covering (SCAQMD)*
Mitigation: roads (fraction reduction)	*0.55*	*0.55 for watering 3X per day (SCAQMD), 0.80 for soil binders applied monthly (AP-42)*

Notes:

PM2.5/PM10 ratio as per AP-42 k factor for PM10 and PM2.5
Demolition dust calculations as per EPA AP-42 11.19 and 13.2.4
Truck loading dumping cut/fill based on CalEEMod
Storage pile emissions based on SCAQMD Handbook (URBEMIS does not address emissions from storage piles)
Paved and unpaved road dust emissions based on AP-42 2006 (unpaved) Chapt 13. EPA AP-42 2006 is the same as URBEMS and CalEEMod
One month assumes 22 days of activity, as per URBEMIS

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 9: Emission Factors and Assumptions

Onsite Construction				Emission Factors (g/bhp-hr)									Emission Factors (lb/bhp-hr)								
	Tier	Operational Horsepower	Load Factor	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	EF = lb/acre	--	--	--	2.60	--	--	--	--	--	--	--	--	2.6000	--	--	--	--	--	--	--
Architectural Coating	EF = g/L	--	--	--	50	--	--	--	--	--	--	--	--	0.1102	--	--	--	--	--	--	--
Backhoe	4	125	37	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.152	469	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0349
Crane	4	250	29	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.153	473	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0427
Compressor-1	4	100	48	0.260	0.060	0.008	0.008	3.700	0.006	0.0042	0.032	568	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00007	1.2529
Compressor-2	4	100	48	0.260	0.060	0.008	0.008	3.700	0.006	0.0042	0.032	568	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00007	1.2529
Dozer	4	200	43	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.153	474	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0450
Excavator	4	160	38	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.153	472	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0415
Generator-1	4	25	74	2.750	0.120	0.008	0.008	4.100	0.007	0.0042	0.062	568	0.0061	0.0003	0.0000	0.0000	0.0090	0.00002	0.00001	0.00014	1.2529
Generator-2	4	25	74	2.750	0.120	0.008	0.008	4.100	0.007	0.0042	0.062	568	0.0061	0.0003	0.0000	0.0000	0.0090	0.00002	0.00001	0.00014	1.2529
Grader	4	150	41	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.155	478	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0549
Lift-1	4	50	20	2.740	0.120	0.008	0.008	3.700	0.005	0.0042	0.170	525	0.0060	0.0003	0.0000	0.0000	0.0082	0.00001	0.00001	0.00037	1.1585
Lift-2	4	50	20	2.740	0.120	0.008	0.008	3.700	0.005	0.0042	0.170	525	0.0060	0.0003	0.0000	0.0000	0.0082	0.00001	0.00001	0.00037	1.1585
Loader-1	4	250	36	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	470	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0357
Loader-2	4	250	36	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	470	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0357
Paving Machine	4	100	42	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.152	470	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0367
Paving Equipment	4	100	36	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.153	473	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0432
Paving Roller	4	50	38	2.740	0.120	0.008	0.008	3.700	0.005	0.0042	0.080	568	0.0060	0.0003	0.0000	0.0000	0.0082	0.00001	0.00001	0.00018	1.2529
Scraper-1	4	475	48	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	471	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0393
Scraper-2	4	475	48	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	471	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0393
Water Truck-1	4	400	38	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.154	475	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0477

Offsite Trasporation			Emission Factors (g/mile)									Emission Factors (lb/mile)								
Source	Tier	Region	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	0.0324	0.0056	0.0009	0.0009	0.6303	0.0026	0.0040	0.0016	267.0	0.0001	0.0000	0.0000	0.0000	0.0014	0.00001	0.00001	0.00000	0.5885
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	0.0409	0.0088	0.0046	0.0044	0.0842	0.0025	0.0411	0.0004	260.9	0.0001	0.0000	0.0000	0.0000	0.0002	0.00001	0.00009	0.00000	0.5753
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	0.2187	0.0036	0.0041	0.0039	0.0215	0.0092	0.1526	0.0002	969	0.0005	0.0000	0.0000	0.0000	0.0000	0.00002	0.00034	0.00000	2.1352
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	0.9793	0.0090	0.0232	0.0222	0.0518	0.0144	0.2399	0.0004	1523	0.0022	0.0000	0.0001	0.0000	0.0001	0.00003	0.00053	0.00000	3.3571

Offsite Dust - Mobile Sources			Emission Factors (g/mile)		Emission Factors (lb/mile)	
Source	Tier	Region	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	5.1564	1.2895	0.011368	0.002843
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	5.1573	1.2898	0.011370	0.002843
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	5.1971	1.3037	0.011458	0.002874
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	5.2221	1.3125	0.011513	0.002894

Notes:

- Equipment list and engine sizes estimated.
- Equipment criteria pollutant emission factors and load factors were obtained from CalEEMod, Appendix D 2020.
- N_2O emission factors for equipment were obtained from *CFR Part 98 Table C-2 and CalEEMod Appendix D 2020.*
- CO_2 and CH_4 emission factors for construction equipment were obtained from *CalEEMod Appendix D 2020.*
- Vehicle emissions factors obtained from EMFAC-2021

THE HUB DEVELOPMENT

CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS **Model Run:** December 12, 2024

TABLE 1: OPERATIONAL EMISSIONS SUMMARY

Source	Peak Day Emissions (lbs/day)													Annual Emissions (tons/yr)												
	NO_x	ROG	$PM_{10}E$	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$*	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	$PM_{10}E$	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$*	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	$MTCO_2e$
Operational Phase Without New Vehicle Trip Emissions*	2.56	5.99	0.03	0.000	0.030	0.035	0.000	0.035	298	0.012	0.059	23.6	1,092	0.087	0.157	0.0024	0.000	0.002	0.003	0.000	0.003	7.75	0.0004	0.001	3.06	123	189
Operational Phase New Vehicle Trip Emissions	7.5	0.85	0.29	50	50	0.272	12.5	12.8	62	0.404	2.961	0.161	41,566	1.07	0.150	0.047	8.79	8.84	0.045	2.21	2.25	11.3	0.066	0.410	0.029	6,756	6,231
Total Operational Phase Emissions	**10.1**	**6.84**	**0.318**	**49.7**	**50.0**	**0.308**	**12.51**	**12.8**	**360**	**0.416**	**3.02**	**23.8**	**42,658**	**1.15**	**0.307**	**0.050**	**8.79**	**8.84**	**0.047**	**2.21**	**2.26**	**19.1**	**0.066**	**0.410**	**3.09**	**6,879**	**6,420**
SJVAPCD Operational Significance Thresholds	--	--	--	--	--	--	--	--	--	--	--	--	--	***10***	***10***	--	--	***15***	--	--	***15***	***100***	***27***	--	--	--	--
Threshold exceeded?	--	--	--	--	--	--	--	--	--	--	--	--	--	***No***	***No***	--	--	***No***	--	--	***No***	***No***	***No***	--	--	--	--
																							GHG - $MTCO_2E$ conversions	***273***	***28***	***1***	--
																							Total Operational Phase $MTCO_2E$/yr	***6,420***			
																							Amortized Construction Phase Emissions	***20.2***			
																							Total Operational Phase + Amortized Construction Phase Emissions $MTCO_2E$/yr	***6,440***			

Notes:

- Global Warming Potentials (273 for N_2O, 27.9 for CH_4, and 1 for CO_2, Table 7.SM.6, Intergovernmental Panel on Climate Change (IPCC). 2021. Sixth Assessment Report

$MTCO_2E$ - Metric Tons of Carbon Dioxide Equivalent

SJVAPCD - San Joaquin Valley Air Pollution Control District

NO_x - Oxides of Nitrogen

ROG - Reactive Organic Gases

$PM_{2.5}$ - Particulate Matter 2.5 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.

PM_{10} - Particulate Matter 10 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.

DPM - Diesel Particulate Matter

CO - Carbon Monoxide

SO_2 - Sulfur Dioxide

N_2O - Nitrous Oxide

CH_4 - Methane

CO_2 - Carbon Dioxide

* - Includes vehicle emissions from facilities operation such as deliveries andmaintenance

Assumptions:

Operations assumed 7 days per week.

THE HUB DEVELOPMENT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 2: Operations

Landscaping Equipment Sources

Source	BHP	Load Factor	Number	Hours/ Day	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Riding Lawn Mower	25	38	3	8	52	2.265	5.266	0.008	0.010	305.040	0.011	0.005	0.026	623.788	1.138	2.647	0.004	0.005	153.3	0.006	0.003	0.013	313.5	0.030	0.069	0.000	0.000	3.987	0.00014	0.0001	0.0003	8.1522
Trimmer	5	91	2	8	52	1.850	6.648	0.076	0.101	304.458	0.012	0.007	0.034	808.574	0.297	1.067	0.012	0.016	48.9	0.002	0.001	0.005	129.8	0.008	0.028	0.000	0.000	1.270	0.00005	0.0000	0.0001	3.3741
Leaf Blower	5	94	2	8	52	2.693	6.132	0.008	0.010	257.695	0.010	0.006	0.028	658.309	0.446	1.017	0.001	0.002	42.7	0.002	0.001	0.005	109.1	0.012	0.026	0.000	0.000	1.111	0.00004	0.0000	0.0001	2.8376
Other Landscape Equipment	5	58	4	8	52	2.691	6.126	0.008	0.010	257.697	0.010	0.006	0.028	658.309	0.551	1.253	0.002	0.002	52.7	0.002	0.001	0.006	134.7	0.014	0.033	0.000	0.000	1.371	0.00005	0.0000	0.0001	3.5017
														Total	**2.43**	**5.98**	**0.019**	**0.025**	**298**	**0.011**	**0.006**	**0.029**	**687**	**0.063**	**0.156**	**0.0005**	**0.001**	**7.739**	**0.0003**	**0.0002**	**0.001**	**17.9**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2848	15	365	0.0324	0.0056	0.0009	0.0009	0.6303	0.0026	0.0040	0.0016	267.0	3.050	0.531	0.089	0.082	59.367	0.249	0.374	0.1465	25144.2	0.557	0.097	0.016	0.015	10.835	0.045	0.068	0.027	4589
Light-Duty Truck - LDT2 (offsite)	1	1	949	15	365	0.0409	0.0088	0.0046	0.0044	0.0842	0.0025	0.0411	0.0004	260.9	1.284	0.276	0.144	0.137	2.643	0.078	1.291	0.0128	8192.7	0.234	0.050	0.026	0.025	0.482	0.014	0.236	0.002	1495
Passenger Vehicle - EV LDA (offsite)	1	1	29	15	365	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Light-Duty Truck - EV LDT2 (offsite)	1	1	10	15	365	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Med-Heavy Duty - T6 Utility (offsite)	1	1	32	25	52	0.2187	0.0036	0.0041	0.0039	0.0215	0.0092	0.1526	0.0002	968.5	0.386	0.006	0.007	0.007	0.038	0.016	0.269	0.0003	1708.2	0.010	0.000	0.000	0.000	0.001	0.000	0.007	0.000	44.41
Heavy Duty Trucks - T7TC (offsite)	1	1	8	25	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.007	0.000	0.000	0.000	0.000	0.000	0.003	0.000	16.95
Heavy Duty Trucks - T7TC (offsite)	1	1	15	50	260	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	1.038	0.012	0.018	0.017	0.062	0.023	0.385	0.0006	2445.3	0.135	0.002	0.002	0.002	0.008	0.003	0.050	0.000	317.88
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	156	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.022	0.000	0.000	0.000	0.001	0.000	0.008	0.000	50.86
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.069	0.001	0.001	0.001	0.004	0.002	0.026	0.0000	163.0	0.002	0.000	0.000	0.000	0.000	0.000	0.001	0.000	4.24
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.007	0.000	0.000	0.000	0.000	0.000	0.003	0.000	16.95
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	312	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.554	0.006	0.010	0.009	0.033	0.012	0.205	0.0003	1304.1	0.086	0.001	0.002	0.001	0.005	0.002	0.032	0.000	203.45
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.007	0.000	0.000	0.000	0.000	0.000	0.003	0.000	16.95
														Total	**7.5**	**0.85**	**0.288**	**0.272**	**62**	**0.404**	**2.96**	**0.161**	**41,566**	**1.07**	**0.150**	**0.047**	**0.045**	**11.3**	**0.066**	**0.410**	**0.029**	**6,756**

On-Road Sources - Within Development Only

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2848	15	365	0.3706	0.0930	34.905463	8.760740408	6.370247	1.598835
Light-Duty Truck - LDT2 (offsite)	1	1	949	15	365	0.3715	0.0933	11.662944	2.929973151	2.128487	0.534720
Passenger Vehicle - EV LDA (offsite)	1	1	29	15	365	0.3691	0.0925	0.351164	0.087996731	0.064088	0.016059
Light-Duty Truck - EV LDT2 (offsite)	1	1	10	15	365	0.3691	0.0925	0.117054	0.029331854	0.021362	0.005353
Med-Heavy Duty - T6 Utility (offsite)	1	1	32	25	52	0.4113	0.1073	0.725476	0.189199539	0.018862	0.004919
Heavy Duty Trucks - T7TC (offsite)	1	1	8	25	52	0.4366	0.1161	0.192501	0.051196199	0.005005	0.001331
Heavy Duty Trucks - T7TC (offsite)	1	1	15	50	260	0.4366	0.1161	0.721880	0.191985745	0.093844	0.024958
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	156	0.4366	0.1161	0.192501	0.051196199	0.015015	0.003993
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	52	0.4366	0.1161	0.048125	0.01279905	0.001251	0.000333
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.4366	0.1161	0.192501	0.051196199	0.005005	0.001331
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	312	0.4366	0.1161	0.385003	0.102392398	0.060060	0.015973
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.4366	0.1161	0.192501	0.051196199	0.005005	0.001331
							Total	**50**	**12.5**	**8.8**	**2.21**

Land Use Sources

Electricity Use (Land Use)

Source	Units	Electricity Use kWh/sf/yr	Emission Factor (lb/kWh)			Emissions (lb/kWh/day)			Emissions (tons/kWh/yr)		
			N_2O	CH_4	CO_2	N_2O	CH_4	CO_2	N_2O	CH_4	CO_2
Car Wash	4,765	10,330	0.000004	0.000033	0.3486	0.00011	0.00093	9.86688	0.00002	0.00017	1.80
Coffee w/drive thru	2,450	40,154	0.000004	0.000033	0.3486	0.00044	0.00363	38.35357	0.00008	0.00066	7.00
Food w/drive-thru	3,250	40,154	0.000004	0.000033	0.3486	0.00044	0.00363	38.35357	0.00008	0.00066	7.00
Food w/drive-thru	3,250	40,154	0.000004	0.000033	0.3486	0.00044	0.00363	38.35357	0.00008	0.00066	7.00
Grocery	18,500	11,825	0.000004	0.000033	0.3486	0.00013	0.00107	11.29448	0.00002	0.00020	2.06
Health club	19,900	51,217	0.000004	0.000033	0.3486	0.00056	0.00463	48.92072	0.00010	0.00085	8.93
Office	9,800	20,929	0.000004	0.000033	0.3486	0.00023	0.00189	19.99109	0.00004	0.00035	3.65
Parking Lot	2,800	876	0.000004	0.000033	0.3486	0.00001	0.00008	0.83673	0.00000	0.00001	0.15
Retail	2,800	10,351	0.000004	0.000033	0.3486	0.00011	0.00094	9.88652	0.00002	0.00017	1.80
Total						**0.002**	**0.020**	**216**	**0.0005**	**0.004**	**39.4**

Land Use Sources

Natural Gas Use (Land Use)

Source	Units	Natural Gas Use kBTU/sf/yr	Emission Factors, g/kBTU									Peak Day Emissions (lb/day)									Total Emissions (tons)								
			NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Car Wash	4,765	41,459	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0105	0.0006	0.0008	0.0008	0.0045	0.0001	0.0000	0.0012	13.3	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	2.42
Coffee w/drive thru	2,450	121,851	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0308	0.0018	0.0025	0.0025	0.0131	0.0002	0.0001	0.0035	39.1	0.006	0.000	0.000	0.000	0.002	0.000	0.000	0.001	7.13
Food w/drive-thru	3,250	121,851	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0308	0.0018	0.0025	0.0025	0.0131	0.0002	0.0001	0.0035	39.1	0.006	0.000	0.000	0.000	0.002	0.000	0.000	0.001	7.13
Food w/drive-thru	3,250	121,851	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0308	0.0018	0.0025	0.0025	0.0131	0.0002	0.0001	0.0035	39.1	0.006	0.000	0.000	0.000	0.002	0.000	0.000	0.001	7.13
Grocery	18,500	41,014	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0104	0.0006	0.0008	0.0008	0.0044	0.0001	0.0000	0.0012	13.1	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	2.40
Health club	19,900	30,238	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0076	0.0004	0.0006	0.0006	0.0032	0.0000	0.0000	0.0009	9.69	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.77
Office	9,800	28,869	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0073	0.0004	0.0006	0.0006	0.0031	0.0000	0.0000	0.0008	9.25	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.69
Parking Lot	2,800	0.000	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail	2,800	9,689	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0024	0.0001	0.0002	0.0002	0.0010	0.0000	0.0000	0.0003	3.11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.567
												Total	**0.130**	**0.008**	**0.011**	**0.011**	**0.056**	**0.001**	**0.0003**	**0.015**	**166**	**0.024**	**0.001**	**0.002**	**0.002**	**0.010**	**0.000**	**0.000**	**0.003**	**30.2**

Land Use Sources

Electricity Use (Water Use)		Emission Factor (lb/kWh)			Emissions (lb/kWh/day)			Emissions (tons/kWh/yr)		
Source	**Water Use/Year**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**
Car Wash	2,600,000	0.000004	0.000033	0.3486	0.000000	0.000001	0.00978	0.0000000	0.0000002	0.00179
Coffee w/drive thru	743,658	0.000004	0.000033	0.3486	0.000000	0.000000	0.00280	0.0000000	0.0000000	0.00051
Food w/drive-thru	986,485	0.000004	0.000033	0.3486	0.000000	0.000000	0.00371	0.0000000	0.0000001	0.00068
Food w/drive-thru	986,485	0.000004	0.000033	0.3486	0.000000	0.000000	0.00371	0.0000000	0.0000001	0.00068
Grocery	2,280,462	0.000004	0.000033	0.3486	0.000000	0.000001	0.00858	0.0000000	0.0000001	0.00157
Health club	1,176,949	0.000004	0.000033	0.3486	0.000000	0.000000	0.00443	0.0000000	0.0000001	0.00081
Landscaping	902,480	0.000004	0.000033	0.3486	0.000000	0.000000	0.00340	0.0000000	0.0000001	0.00062
Office	1,741,791	0.000004	0.000033	0.3486	0.000000	0.000001	0.00655	0.0000000	0.0000001	0.00120
Parking Lot	0	0.000004	0.000033	0.3486	0.000000	0.000000	0.00000	0.0000000	0.0000000	0.00000
Retail	207,403	0.000004	0.000033	0.3486	0.000000	0.000000	0.00078	0.0000000	0.0000000	0.00014
Total					**0.000001**	**0.000004**	**0.0437**	**0.0000001**	**0.000001**	**0.008**

Wastewater Treatment		Emission Factor (lb/gal)			Emissions (pound/day)			Emissions (tons/year)		
Source	**Wastewater Generated (gallons/yr)**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**
Car Wash	2,600,000	0.0000017	0.0008020	0.0007800	0.0121	5.7129	5.5562	0.00001	0.00286	0.00278
Coffee w/drive thru	743,658	0.0000017	0.0008020	0.0007800	0.0035	1.6340	1.5892	0.00000	0.00082	0.00079
Food w/drive-thru	986,485	0.0000017	0.0008020	0.0007800	0.0046	2.1676	2.1081	0.00000	0.00108	0.00105
Food w/drive-thru	986,485	0.0000017	0.0008020	0.0007800	0.0046	2.1676	2.1081	0.00000	0.00108	0.00105
Grocery	2,280,462	0.0000017	0.0008020	0.0007800	0.0106	5.0108	4.8733	0.00001	0.00251	0.00244
Health club	1,176,949	0.0000017	0.0008020	0.0007800	0.0055	2.5861	2.5151	0.00000	0.00129	0.00126
Landscaping	0	0.0000017	0.0008020	0.0007800	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000
Office	1,741,791	0.0000017	0.0008020	0.0007800	0.0081	3.8272	3.7222	0.00000	0.00191	0.00186
Parking Lot	0	0.0000017	0.0008020	0.0007800	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000
Retail	207,403	0.0000017	0.0008020	0.0007800	0.0010	0.4557	0.4432	0.00000	0.00023	0.00022
Total					**0.0501**	**23.6**	**22.9**	**0.0000**	**0.012**	**0.011**

Solid Waste		Emission Factor (tons/ton)		Emissions (pound/day)		Emissions (tons/year)	
Source	**Solid Waste Generated (tons/yr)**	**CH_4**	**CO_2**	**CH_4**	**CO_2**	**CH_4**	**CO_2**
Car Wash	18.2	0.00844	0.09846	0.0005	0.0054	0.1536	1.79
Coffee w/drive thru	28.2	0.00844	0.09846	0.0007	0.0084	0.2381	2.78
Food w/drive-thru	37.4	0.00844	0.09846	0.0010	0.0111	0.3159	3.69
Food w/drive-thru	37.4	0.00844	0.09846	0.0010	0.0111	0.3159	3.69
Grocery	104.3	0.00844	0.09846	0.0027	0.0310	0.8804	10.27
Health club	113.4	0.00844	0.09846	0.0029	0.0337	0.9571	11.17
Office	9.1	0.00844	0.09846	0.0002	0.0027	0.0769	0.90
Parking Lot	0.000	0.00844	0.09846	0.0000	0.0000	0.0000	0.000
Retail	12.0	0.00844	0.09846	0.0003	0.0036	0.1016	1.19
			Total	**0.01**	**0.107**	**3.04**	**35.5**

Notes:

- Square footage and number of units provided by client
- Daily trips for LDA and LDT2 were estimated from peak AM and PM traffic data obtained from the Draft Traffic Evaluation and Vehicle Miles Traveled Assessment for the Hub Project (C2 Consult Corp, 2024).
- Round trips for medium and heavey duty trucks were esitimated.
- Assumes 1% of LDA and LDT2 will be electric vehicles.
- Assumes 15 mile round trips for LDA and LDT2.
- Assumes 25 to 50 mile round trips for medium and heavey duty trucks.

THE HUB DEVELOPMENT

CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS

TABLE 3: Operational Emission Factors and Assumptions

Onsite Maintenance

Source	Tier	Operational Horsepower	Load Factor	Emission Factors (g/bhp-hr)									Emission Factors (lb/bhp-hr)							
				NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Riding Lawn Mower	--	25	38	2.265	5.266	0.008	0.010	305.040	0.011	0.005	0.026	624	0.0050	0.0116	0.0000	0.0000	0.6725	0.00002	0.00001	0.00006	1.3752
Trimmer	--	5	91	1.850	6.648	0.076	0.101	304.458	0.012	0.007	0.034	809	0.0041	0.0147	0.0002	0.0002	0.6712	0.00003	0.00002	0.00007	1.7826
Leaf Blower	--	5	94	2.693	6.132	0.008	0.010	257.695	0.010	0.006	0.028	658	0.0059	0.0135	0.0000	0.0000	0.5681	0.00002	0.00001	0.00006	1.4513
Other Landscape Equipment	--	5	58	2.691	6.126	0.008	0.010	257.697	0.010	0.006	0.028	658	0.0059	0.0135	0.0000	0.0000	0.5681	0.00002	0.00001	0.00006	1.4513

Offsite

Source	Tier	Region	Emission Factors (g/mile)									Emission Factors (lb/mile)								
			NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	0.0324	0.0056	0.0009	0.0009	0.6303	0.0026	0.0040	0.0016	267	0.0001	0.0000	0.0000	0.0000	0.0014	0.00001	0.00001	0.00000	0.5885
Passenger Vehicle - EV LDA (offsite)	--	San Joaquin Valley	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000000	0.00000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000	0.0000
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	0.0409	0.0088	0.0046	0.0044	0.0842	0.0025	0.0411	0.0004	261	0.0001	0.0000	0.0000	0.0000	0.0002	0.00001	0.00009	0.00000	0.5753
Light-Duty Truck - EV LDT2 (offsite)	--	San Joaquin Valley	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000000	0.00000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000	0.0000
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	0.2187	0.0036	0.0041	0.0039	0.0215	0.0092	0.1526	0.0002	969	0.0005	0.0000	0.0000	0.0000	0.0000	0.00002	0.00034	0.00000	2.1352
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1479	0.0014	0.0000	0.0000	0.0000	0.0001	0.00003	0.00051	0.00000	3.2604

Offsite Dust - Mobile Sources

Source	Tier	Region	Emission Factors (g/mile)		Emission Factors (lb/mile)	
			PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	0.3706	0.0930	0.000817	0.000205
Passenger Vehicle - EV LDA (offsite)	--	San Joaquin Valley	0.3691	0.0925	0.000814	0.000204
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	0.3715	0.0933	0.000819	0.000206
Light-Duty Truck - EV LDT2 (offsite)	--	San Joaquin Valley	0.3691	0.0925	0.000814	0.000204
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	0.4113	0.1073	0.000907	0.000237
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	0.4366	0.1161	0.000963	0.000256

Offsite

Source	Energy Consumption (kWh/mile)
Passenger Vehicle - EV LDA (offsite)	0.40674
Light-Duty Truck - EV LDT2 (offsite)	0.40674

Recycling and Composting

Recycling and Composting Program	Percentage of Waste Recycled or Composted
	0

Electricity and Natrual Gas Use by Land Use

Source	kWhr/Unit/Year	kBtu/Unit/Year
	Electricity	Natural Gas
Car Wash	10,330	41,459
Coffee w/drive thru	40,154	121,851
Food w/drive-thru	40,154	121,851
Food w/drive-thru	40,154	121,851
Grocery	11,825	41,014
Health club	51,217	30,238
Office	20,929	28,869
Parking Lot	876	0.000
Retail	10,351	9,689

Electricity Emission Factors

Source	Electricity Source	Emission Factors (lb/kWhr)		
		N_2O	CH_4	CO_2
Electricity Usage	Southern California Edison	0.000004	0.00003	0.3486

Natural Gas Emissions Facotors

Source	Electricity Source	Emission Factors, g/kBTU									Emission Factors (lb/kBTU)								
		NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Natural Gas Residential	California Gas Company	0.041802	0.002446	0.003380	0.003380	0.017788	0.000267	0.000100	0.004696	53.059937	0.000092	0.000005	0.000007	0.000007	0.000039	0.000001	0.000000	0.000010	0.116977
Natural Gas Commercial	California Gas Company	0.044470	0.002446	0.003380	0.003380	0.037355	0.000267	0.000100	0.004696	53.059937	0.000092	0.000005	0.000007	0.000007	0.000039	0.000001	0.000000	0.000010	0.116977

Water Energy-Intensity

Source	kWh/Gal
Project Site	0.00394

Solid Waste Disposal Rate

Source	Region	Rate (Tons/Year)
Car Wash	Statewide	18
Coffee w/drive thru	Statewide	28
Food w/drive-thru	Statewide	37
Food w/drive-thru	Statewide	37
Grocery	Statewide	104
Health club	Statewide	113
Office	Statewide	9
Parking Lot	Statewide	0
Retail	Statewide	12

Solid Waste Emissions Factors

Landfill Type	CH_4 (tons/ton)	CO_2 (tons/ton)
No Landfill Gas Collection	0.0084	0.0985

Water Use Rates				Water Use		
Source	**Units or Square Feet**	**Indoor Water Use (gal/unit or Square Feet per yr)**	**Outdoor Water Use (gal/unit or gal/Square Feet per yr)**	**Total Indoor Water Use (gal)**	**Total Outdoor Water Use (gal)**	**Total Water Use (gal)**
Car Wash	4,765	546	0.000	2,600,000	0.000	2,600,000
Coffee w/drive thru	2,450	304	0.000	743,658	0.000	743,658
Food w/drive-thru	3,250	304	0.000	986,485	0.000	986,485
Food w/drive-thru	3,250	304	0.000	986,485	0.000	986,485
Grocery	18,500	123	0.000	2,280,462	0.000	2,280,462
Health club	19,900	59.1	0.000	1,176,949	0.000	1,176,949
Landscaping	85,378	0.000	10.6	0.00	902,480	902,480
Office	9,800	178	0.000	1,741,791	0.000	1,741,791
Parking Lot	2,800	0.000	0.000	0.000	0.000	0.000
Retail	2,800	74.1	0.000	207,403	0.000	207,403
			Total	**10,723,231**	**902,480**	**11,625,711**

Wastewater Treatment	Emission Factor (lb/gal)		
Source	**N_2O**	**CH_4**	**CO_2**
Wastewater Treatment	0.0000017	0.000802	0.00078

Climate Zone	4

Notes:

- Equipment list and engine sizes estimated.
- Equipment criteria pollutant emission factors and load factors were obtained from CalEEMod, Appendix D 2020 and CalEEMod, Appendix G, 2022.
- Electricity and Natural Gas Emission Factors were obtained from CalEEMod, Appendix G 2022.
- Electricity Use by Land Use obtained from CalEEMod, Appendix G 2022.
- N_2O emission factors for equipment were obtained from *CFR Part 98 Table C-2 and CalEEMod Appendix D- 20164.*
- CO_2 and CH_4 emission factors for equipment were obtained from *CalEEMod Appendix G 2022.*
- CO_2 and CH_4 emission were obtained from *CalEEMod Appendix G 2022.*
- Vehicle emissions factors obtained from EMFAC-2021
- Solid waste and waste water emission factors and waste disposal rates obtained from CalEEMod Appendix G 2022
- Water use rates and wastewater treatment rates obtained from CalEEMod Appendix G 2022
- Waste disposal rates obtained from CalEEMod Appendix G 2022

Daily Vehicle Estimate Email

From: Charley Clouse
To: Andrew Mangano
Cc: Robert Vander Weele; Darlene Mata; Greg Nunley
Subject: Re: Construction and Operational Emissions Estimates - The Hub Development
Date: Thursday, December 12, 2024 11:54:51 AM

Afternoon, One and all,
Looking at the Hub in focus for the AQ assessment, the calculation/estimate for daily trips can be derived from the ITE Trip Generation Manual. Using the Shopping Plaza land use, the estimate for daily trips would be 6,394. Again, this would be total trips at the driveways, not new trips. ITE suggests up to 40% of these trips would be pass-by trips coming from the existing traffic. Applying that factor would result in approximately 3,836 new trips added as a result of the Hub Project.

I would caution use of these numbers for AQ analysis as they represent a different application of the ITE Trip Generation data sets. That said, I believe this represents reasonable estimates of daily trips.

Let me know if you have any questions or need any additional information.
Charley

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

MEMORANDUM

To: N&M Capital LLC

From: Robert Vander Weele

Date: December 18, 2024

Subject: Construction and Operation Phase Air Quality and Greenhouse Gas Emissions Estimates for the Proposed Hub Development Project, Tulare County, California

Padre Associates, Inc. (Padre) has prepared this Memorandum to document the results of the criteria pollutant and greenhouse gas (GHG) estimates for the construction and operational phases of the Proposed Hub Development Project (Project). Padre understands that Project construction activities are anticipated to take approximately four years.

Emissions Estimate Methods and Assumptions

Emissions modeling was conducted to estimate the criteria pollutant and GHG emissions for the construction and operational phases of the Project. The emissions were estimated using the most recent emission factors and load factors obtained from the California Emissions Estimator Model® (CalEEMod) User's Guide, Emission Factors (EMFAC) model, the South Coast Air Quality Management District (SCAQMD) and U.S. Environmental Protection Agency (U.S. EPA) AP 42, Fifth Edition, Volume I Chapter 13: Miscellaneous Sources.

Construction Emissions Estimate Results Summary

Criteria pollutant emissions for Project construction activities were estimated to be below the San Joaquin Valley Air Pollution Control District's (SJVAPCD) significance thresholds for each year of construction (refer to Table 1 below). Diesel particulate matter (DPM) from the use of onsite diesel fired equipment was estimated to be approximately 0.00154 tons per year for each year of construction (refer to Table 2 below). Emissions estimate tables are provided as an attachment.

Table 1. Estimated Construction Criteria Pollutant Emissions

Phase	Units	NO_x	ROG	PM_{10}*	$PM_{2.5}$*	CO	SO_2
Year -1	Tons/year	0.166	0.016	0.606	0.148	0.588	0.002
Year -2	Tons/year	0.166	0.016	0.606	0.148	0.588	0.002
Year -3	Tons/year	0.166	0.016	0.606	0.148	0.588	0.002
Year -4	Tons/year	0.166	0.016	0.606	0.148	0.588	0.002
Total Project	**Tons**	**0.663**	**0.063**	**2.42**	**0.593**	**2.35**	**0.007**
SJVAPCD Threshold (tons/year)		**10**	**10**	**15**	**15**	**100**	**27**
Exceed Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

Notes: * -PM10 and PM2.5 emissions include emissions from exhaust and fugitive dust.
Total emissions numbers may not add up due to rounding

Table 2. Estimated Construction Particulate and DPM Emissions

Phase	Units	$PM_{10}E$	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$	$PM_{2.5}D$	$PM_{2.5}T$
Year -1	Tons/year	0.002	0.603	0.606	0.002	0.146	0.148
Year -2	Tons/year	0.002	0.603	0.606	0.002	0.146	0.148
Year -3	Tons/year	0.002	0.603	0.606	0.002	0.146	0.148
Year -4	Tons/year	0.002	0.603	0.606	0.002	0.146	0.148
Total Project	**Tons**	**0.009**	**2.41**	**2.42**	**0.009**	**0.584**	**0.593**
DPM Emissions from Onsite Equipment, tons/year for year 1*						0.00154	
DPM Emissions from Onsite Equipment, tons/year for year 2*						0.00154	
DPM Emissions from Onsite Equipment, tons/year for year 3*						0.00154	
DPM Emissions from Onsite Equipment, tons/year for year 4*						0.00154	
DPM Emissions from Onsite Equipment, tons*						**0.00614**	

Notes: * - Mobile emissions emitted at offsite locations are not included in this DPM total.
Suffixes E = Exhaust, D= Dust and T = Total.
Total emissions numbers may not add up due to rounding.

GHG construction emissions for the Project were estimated to be approximately 607 metric tons of carbon dioxide equivalent per year ($MTCO_2E$/year) (refer to Table 3 below).

Table 3. Estimated Construction Related Greenhouse Gas Emissions

Phase	Unit	N_2O	CH_4	CO_2	$MTCO_2E$/year
Year -1	Tons/year	0.011	0.024	164	152
Year -2	Tons/year	0.011	0.024	164	152
Year -3	Tons/year	0.011	0.024	164	152
Year -4	Tons/year	0.011	0.024	164	152
Total Project	**Tons**	**0.043**	**0.097**	**654**	**607**

Notes: Total emissions numbers may not add up due to rounding.

Construction Phase – Information and Assumptions

- All construction equipment type, horsepower, EPA Tier, hourly use and daily use were provided by N&M Capital LLC (N&M) or estimated by Padre.
- Equipment, supplies, fueling, personnel, import and export vehicle trips were provided by N&M or estimated by Padre.
- Site grading, loading/dumping and import/export volumes were provided by N&M.

Detailed source information is provided in the attachments.

Operational Emissions Estimate Results Summary

Criteria pollutant emissions for the Project operational activities were estimated to be below the SJVAPCD significance thresholds (refer to Table 4 below). Mobile emissions were estimated to be the primary source of criteria pollutant emissions. The primary source of PM_{10} and $PM_{2.5}$ emissions were from fugitive dust from vehicles traveling on paved roads.

Table 4. Estimated Operational Criteria Pollutant Emissions

Phase	Units	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2
Operations Phase without Customer Vehicle Emissions	Tons/year	0.087	0.157	0.002	0.003	7.75	0.0004
Operations Phase Customer Vehicle Emissions	Tons/year	1.07	0.150	8.84	2.25	11.3	0.066
Total Operations Emissions	**Tons/Year**	**1.15**	**0.307**	**8.84**	**2.26**	**19.1**	**0.066**
SJVAPCD Significance Threshold (tons/year)		**10**	**10**	**15**	**15**	**100**	**27**
Exceed Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**
DPM Emissions from Onsite Diesel Exhaust, tons/year					**0.0018**		

Notes: Total emissions numbers may not add up due to rounding.

Total GHG operational phase plus amortized construction phase emissions for the Project were estimated to be approximately 6,440 $MTCO_2E$/year (refer to Table 5 below). Mobile emissions were estimated to be the primary source of GHG emissions.

Table 5. Estimated Operational Greenhouse Gas Emissions

Phase	Unit	N_2O	CH_4	CO_2	$MTCO_2E$/year
Operations Phase without Customer Vehicle* Emissions	Tons/year	0.001	3.06	123	189
Operations Phase Customer Vehicle Emissions	Tons/year	0.410	0.029	6,756	6,231
Total Operations Emissions	**Tons**	**0.410**	**3.09**	**6,879**	**6,420**
Total Operational Phase Plus Amortized Construction Phase Emissions MTCO2E/year*					**6,440**

Notes: * - Construction GHG emissions were amortized over 30 years.
Notes: Total emissions numbers may not add up due to rounding.

Operational Phase – Information and Assumptions

- Operations are assumed 7 days per week.
- Customer vehicle emissions were calculated based on estimated new daily traffic provided by C2 Consult Corp (C2) of Denver, Colorado. The new daily traffic was estimated by C2 using the ITE Trip Generation Manual data sets (C2, 2024) (refer to attachments for email reference).
- Daily new trips were assumed to be from the Visalia area at 15-mile round trips.

Detailed source information is provided in the attachments.

Health Risk Prioritization Screening

Using the revised Project emissions, Padre completed a health risk prioritization screening of the Project's construction and operational phase DPM emissions using the SJVAPCD's Prioritization Calculator. The Prioritization Calculator utilizes toxic profiles based on Assembly Bill (AB) 2588 Hotspots Air Toxic Profiles and project emissions to calculate a prioritization score between 0 and 100 for cancer risk, acute toxicity risk, and chronic toxicity risk. In accordance with the Air Toxics Hot Spots Program, Facility Prioritization Guidelines (CAPCOA 1990) and APR- 1906 Framework for Performing Health Risk Assessments (SJVAPCD 2015) a facility or project with a prioritization score between 0 and less than 10 would not be required to perform a Health Risk Assessments (HRA) and would have a less than significant impact.

The nearest sensitive receptors to the Project Site consist of single-family residential homes adjacent properties within 0 to 100 meters to the west and south of the Project Site. The prioritization screening evaluated the impacts to receptors for the estimated onsite Project DPM emissions associated with the construction phase and DPM emissions associated with the operational phase (refer to Tables 2 and 4 above). The results of the prioritization screening indicate that the Project's maximum prioritization score for the yearly construction phase was 7.11 and for the yearly operational phase is 8.55. In years 2 and 3 of construction the emissions of the construction phase and operational phase would be additive. Adding the yearly construction phase score of 7.11 and one third of the operational score of 8.55 the total yearly score for years 2 and 3 would be 9.96, therefore an HRA would not be required by the SJVAPCD. A copy of the prioritization screening calculation is provided in the attachments.

Attachments: Air Quality and GHG Model Output
Daily Vehicle Estimate Email
Prioritization Screening

Air Quality and Greenhouse Gas Emissions Model Output

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 1: CONSTRUCTION EMISSIONS SUMMARY

Model Run: December 18, 2024

Source	Days	Peak Day Emissions, lbs/day													Project Emissions, tons												$MTCO_2e$
		NO_x	ROG	$PM_{10}E$*	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$*	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	$PM_{10}E$*	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$*	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	
Grading	19	5.34	0.751	0.151	24.3	24.4	0.149	5.16	5.31	29.1	0.095	0.613	1.84	9,319	0.041	0.007	0.001	0.177	0.178	0.001	0.037	0.038	0.276	0.001	0.003	0.017	73.0	67.5
Utilities	173	4.45	0.410	0.084	13.4	13.5	0.082	3.24	3.32	17.3	0.054	0.402	0.777	5,361	0.268	0.034	0.004	0.521	0.526	0.004	0.120	0.125	1.488	0.003	0.006	0.067	280	257
Vertical Construction	176	5.85	0.155	0.089	30.8	30.9	0.086	7.71	7.79	4.28	0.065	0.965	0.088	6,744	0.293	0.012	0.003	1.516	1.518	0.002	0.377	0.380	0.365	0.002	0.030	0.008	246	231
Flatwork and Paving	4	9.29	2.97	0.175	30.7	30.9	0.171	7.56	7.73	26.8	0.110	1.08	1.34	11,160	0.018	0.006	0.000	0.060	0.061	0.000	0.015	0.015	0.054	0.000	0.002	0.003	22.0	20.5
Interior Finishing	33	2.95	0.215	0.041	9.77	9.81	0.040	2.45	2.49	9.01	0.028	0.234	0.108	2,784	0.032	0.003	0.0003	0.100	0.100	0.000	0.025	0.025	0.118	0.0002	0.001	0.001	23.5	21.6
Exterior Finishing	12	2.50	0.236	0.039	9.77	9.81	0.038	2.45	2.49	8.35	0.027	0.233	0.098	2,692	0.011	0.001	0.0002	0.040	0.040	0.0002	0.010	0.010	0.050	0.0001	0.001	0.001	10.6	9.8
Peak Day Emissions, lb/day		***9.29***	***2.97***	***0.175***	***30.8***	***30.9***	***0.17***	***7.71***	***7.79***	***29.1***	***0.110***	***1.079***	***1.84***	***11,160***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
Project Year -1 Emissions, tons															***0.166***	***0.016***	***0.002***	***0.603***	***0.606***	***0.002***	***0.146***	***0.148***	***0.588***	***0.002***	***0.011***	***0.024***	***164***	***152***
Project Year -2 Emissions, tons															***0.166***	***0.016***	***0.002***	***0.603***	***0.606***	***0.002***	***0.146***	***0.148***	***0.588***	***0.002***	***0.011***	***0.024***	***164***	***152***
Project Year -3 Emissions, tons															***0.166***	***0.016***	***0.002***	***0.603***	***0.606***	***0.002***	***0.146***	***0.148***	***0.588***	***0.002***	***0.011***	***0.024***	***164***	***152***
Project Year -4 Emissions, tons															***0.166***	***0.016***	***0.002***	***0.603***	***0.606***	***0.002***	***0.146***	***0.148***	***0.588***	***0.002***	***0.011***	***0.024***	***164***	***152***
SJVAPCD Significance Thresholds															***10***	***10***	*--*	*--*	***15***	*--*	*--*	***15***	***100***	***27***	*--*	*--*	*--*	*--*
Threshold exceeded?															***No***	***No***	*--*	*--*	***No***	*--*	*--*	***No***	***No***	***No***	*--*	*--*	*--*	*--*
Project Total Emissions, tons															***0.663***	***0.063***	***0.009***	***2.41***	***2.42***	***0.009***	***0.584***	***0.593***	***2.35***	***0.007***	***0.043***	***0.097***	***654***	***607***
Project Year -1 DPM Emissions From Onsite Equipment, tons															***0.00154***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
Project Year -2 DPM Emissions From Onsite Equipment, tons															***0.00154***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
Project Year -3 DPM Emissions From Onsite Equipment, tons															***0.00154***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
Project Year -4 DPM Emissions From Onsite Equipment, tons															***0.00154***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
Total DPM Emissions From Onsite Equipment, tons															***0.00614***	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*	*--*
GHG - $MTCO_2e$ conversions																									***273***	***27.9***	***1***	*--*
Approximate Total $MTCO_2e$, tons/yr																									***607***			

Notes:

- Global Warming Potentials (273 for N_2O, 27.9 for CH_4, and 1 for CO_2, Table 7.SM.6, Intergovernmental Panel on Climate Change (IPCC). 2021. Sixth Assessment Report

SJVAPCD - San Joaquin Valley Air Pollution Control District
$MTCO_2e$ - Metric Tons of Carbon Dioxide Equivalent
NO_x - Oxides of Nitrogen
ROG - Reactive Organic Gases
$PM_{2.5}$ - Particulate Matter 2.5 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.
PM_{10} - Particulate Matter 10 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.
DPM - Diesel Particulate Matter
CO - Carbon Monoxide
SO_2 - Sulfur Dioxide
N_2O - Nitrous Oxide
CH_4 - Methane
CO_2 - Carbon Dioxide
* - Includes emissions from on road vehicles operating offsite and away from adjacent sensitive receptors.

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 2: Grading

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	0.000	0	--	50.000	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	4	19	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.106	0.024	0.003	0.003	1.509	0.002	0.002	0.0620	191	0.001	0.000	0.000	0.000	0.014	0.000	0.000	0.001	1.82
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-2	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	8	19	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.282	0.065	0.009	0.009	4.013	0.005	0.005	0.1681	519	0.003	0.001	0.000	0.000	0.038	0.000	0.000	0.002	4.93
Lift-1	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	6	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.310	0.071	0.010	0.010	2.619	0.006	0.005	0.1810	559	0.003	0.001	0.000	0.000	0.025	0.000	0.000	0.002	5.31
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	8	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	1.046	0.241	0.032	0.032	8.847	0.020	0.017	0.6112	1896	0.010	0.002	0.000	0.000	0.084	0.000	0.000	0.006	18.01
Scraper-2	475	48	1	8	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	1.046	0.241	0.032	0.032	8.847	0.020	0.017	0.6112	1896	0.010	0.002	0.000	0.000	0.084	0.000	0.000	0.006	18.01
Water Truck-1	400	38	1	4	19	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.349	0.080	0.011	0.011	2.949	0.007	0.006	0.2064	637	0.003	0.001	0.000	0.000	0.028	0.000	0.000	0.002	6.05
														Total	**3.137**	**0.72**	**0.10**	**0.097**	**28.783**	**0.060**	**0.051**	**1.840**	**5698**	**0.030**	**0.007**	**0.001**	**0.001**	**0.273**	**0.001**	**0.000**	**0.017**	**54.13**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	19	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.559
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	19	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.027	0.006	0.003	0.003	0.056	0.002	0.027	0.000	173	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.640
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	3	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.048
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.168
Heavy Duty Trucks - T7TC (offsite)	1	1	6	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.648	0.006	0.015	0.015	0.034	0.010	0.159	0.000	1007	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.007
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	4	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.336
Heavy Duty Trucks - T7TC (offsite)	1	1	12	50	15	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.295	0.012	0.031	0.029	0.068	0.019	0.317	0.001	2014	0.010	0.000	0.000	0.000	0.001	0.000	0.002	0.000	15.107
														Total	**2.20**	**0.03**	**0.05**	**0.05**	**0.31**	**0.034**	**0.562**	**0.002**	**3621**	**0.011**	**0.000**	**0.000**	**0.000**	**0.002**	**0.000**	**0.003**	**0.000**	**18.86**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	19	5.1564	1.2895	1.136774	0.284273857	0.010799	0.002701
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	19	5.1573	1.2898	3.410906	0.853026465	0.032404	0.008104
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	3	5.1971	1.3037	0.171864	0.043112716	0.000258	0.000065
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	5.2221	1.3125	0.575637	0.144674521	0.000576	0.000145
Heavy Duty Trucks - T7TC (offsite)	1	1	6	50	2	5.2221	1.3125	3.453822	0.868047129	0.003454	0.000868
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	4	5.2221	1.3125	0.575637	0.144674521	0.001151	0.000289
Heavy Duty Trucks - T7TC (offsite)	1	1	12	50	15	5.2221	1.3125	6.907645	1.736094258	0.051807	0.013021
							Total	**16.232285**	**4.073903**	**0.100449**	**0.025192**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximately 50-miles.

Round trips for fuel deliveries from Visalia area (approximately 15-miles).

Round trips for LDA and LDT2 is estimated from within approximately 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 3: Utilities

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	0.000	0	--	50.000	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	6	173	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.159	0.037	0.005	0.005	2.264	0.003	0.003	0.0930	287	0.014	0.003	0.0004	0.0004	0.196	0.000	0.000	0.008	24.84
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	4	173	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.110	0.025	0.003	0.003	1.566	0.003	0.002	0.0135	241	0.010	0.002	0.0003	0.0003	0.135	0.000	0.000	0.001	20.81
Compressor-2	100	48	1	4	173	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.110	0.025	0.003	0.003	1.566	0.003	0.002	0.0135	241	0.010	0.002	0.0003	0.0003	0.135	0.000	0.000	0.001	20.81
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	4	173	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.139	0.032	0.004	0.004	1.984	0.003	0.002	0.0820	253	0.012	0.003	0.0004	0.0004	0.172	0.000	0.000	0.007	21.91
Generator-1	25	74	1	8	173	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.078	0.003	0.0002	0.0002	0.116	0.000	0.000	0.002	16.04
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	173	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.031	0.001	0.0001	0.0001	0.042	0.000	0.000	0.002	6.01
Lift-2	50	20	1	6	173	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.031	0.001	0.0001	0.0001	0.042	0.000	0.000	0.002	6.01
Loader-1	250	36	1	6	173	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.310	0.071	0.010	0.010	2.619	0.006	0.005	0.1810	559	0.027	0.006	0.0008	0.0008	0.227	0.001	0.000	0.016	48.38
Loader-2	250	36	1	4	173	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.206	0.048	0.006	0.006	1.746	0.004	0.003	0.1206	373	0.018	0.004	0.0005	0.0005	0.151	0.000	0.000	0.010	32.25
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	4	173	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.349	0.080	0.011	0.011	2.949	0.007	0.006	0.2064	637	0.030	0.007	0.001	0.001	0.255	0.001	0.000	0.018	55.10
														Total	**3.005**	**0.39**	**0.047**	**0.047**	**17.010**	**0.031**	**0.025**	**0.775**	**2915**	**0.260**	**0.034**	**0.004**	**0.004**	**1.471**	**0.003**	**0.002**	**0.067**	**252.16**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	173	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.001	0.000	0.000	0.000	0.012	0.000	0.000	0.000	5.091
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	173	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.027	0.006	0.003	0.003	0.056	0.002	0.027	0.000	173	0.002	0.001	0.000	0.000	0.005	0.000	0.002	0.000	14.929
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.128
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	6	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.504
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	31	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.003	0.000	0.000	0.000	0.000	0.000	0.001	0.000	5.203
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.079	0.010	0.026	0.024	0.057	0.016	0.264	0.000	1679	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.679
														Total	**1.44**	**0.02**	**0.04**	**0.04**	**0.27**	**0.023**	**0.377**	**0.001**	**2446**	**0.008**	**0.001**	**0.000**	**0.000**	**0.017**	**0.000**	**0.004**	**0.000**	**27.53**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	173	5.1564	1.2895	1.136774	0.284273857	0.098331	0.024590
Light-Duty Truck - LDT2 (offsite)	1	1	6	50	173	5.1573	1.2898	3.410906	0.853026465	0.295043	0.073787
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	5.1971	1.3037	0.171864	0.043112716	0.000687	0.000172
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	6	5.2221	1.3125	0.575637	0.144674521	0.001727	0.000434
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	31	5.2221	1.3125	1.151274	0.289349043	0.017845	0.004485
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	2	5.2221	1.3125	5.756371	1.446745215	0.005756	0.001447
							Total	**12.202825**	**3.061182**	**0.419390**	**0.104915**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximately 50-miles.

Round trips for fuel deliveries from Visalia area (approximately 15-miles).

Round trips for LDA and LDT2 is estimated from within approximately 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 4: Vertical Construction

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	0.000	0	--	50.0	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Compressor-2	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Generator-1	25	74	1	8	176	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.079	0.003	0.0002	0.0002	0.118	0.000	0.000	0.002	16.317
Generator-2	25	74	1	8	176	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.079	0.003	0.0002	0.0002	0.118	0.000	0.000	0.002	16.317
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Lift-1	50	20	1	6	176	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.032	0.001	0.0001	0.0001	0.043	0.000	0.000	0.002	6.117
Lift-2	50	20	1	6	176	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.509	0.032	0.001	0.0001	0.0001	0.043	0.000	0.000	0.002	6.12
Loader-1	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
Water Truck-1	400	38	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000
														Total	**2.519**	**0.11**	**0.007**	**0.007**	**3.654**	**0.006**	**0.004**	**0.085**	**510**	**0.222**	**0.010**	**0.001**	**0.001**	**0.322**	**0.001**	**0.000**	**0.008**	**44.87**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	5	50	176	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.018	0.003	0.001	0.000	0.347	0.001	0.002	0.001	147	0.002	0.000	0.000	0.000	0.031	0.000	0.000	0.000	12.948
Light-Duty Truck - LDT2 (offsite)	1	1	10	50	176	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.045	0.010	0.005	0.005	0.093	0.003	0.045	0.000	288	0.004	0.001	0.000	0.000	0.008	0.000	0.004	0.000	25.312
Med-Heavy Duty - T6 Utility (offsite)	1	1	10	50	176	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.241	0.004	0.004	0.004	0.024	0.010	0.168	0.000	1068	0.021	0.000	0.000	0.000	0.002	0.001	0.015	0.000	93.950
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.128
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	32	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.079	0.010	0.026	0.024	0.057	0.016	0.264	0.000	1679	0.017	0.000	0.000	0.000	0.001	0.000	0.004	0.000	26.9
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	33	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.079	0.010	0.026	0.024	0.06	0.016	0.264	0.000	1679	0.018	0.000	0.000	0.000	0.001	0.000	0.004	0.000	27.696
Heavy Duty Trucks - T7TC (offsite)	1	1	5	30	32	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.324	0.003	0.008	0.007	0.02	0.005	0.079	0.000	504	0.005	0.000	0.000	0.000	0.000	0.000	0.001	0.000	8.057
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	32	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.003	0.000	0.000	0.000	0.000	0.000	0.001	0.000	5.371
Heavy Duty Trucks - T7TC (offsite)	1	1	3	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.324	0.003	0.008	0.007	0.017	0.005	0.079	0.000	504	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.504
														Total	**3.33**	**0.04**	**0.08**	**0.08**	**0.62**	**0.059**	**0.961**	**0.003**	**6234**	**0.071**	**0.002**	**0.002**	**0.002**	**0.043**	**0.002**	**0.030**	**0.000**	**200.82**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	5	50	176	5.1564	1.2895	2.841934	0.710684644	0.250090	0.062540
Light-Duty Truck - LDT2 (offsite)	1	1	10	50	176	5.1573	1.2898	5.684844	1.421710775	0.500266	0.125111
Med-Heavy Duty - T6 Utility (offsite)	1	1	10	50	176	5.1971	1.3037	5.728786	1.437090524	0.504133	0.126464
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	8	5.1971	1.3037	0.171864	0.043112716	0.000687	0.000172
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	32	5.2221	1.3125	5.756371	1.446745215	0.092102	0.023148
Heavy Duty Trucks - T7TC (offsite)	1	1	10	50	33	5.2221	1.3125	5.756371	1.446745215	0.094980	0.023871
Heavy Duty Trucks - T7TC (offsite)	1	1	5	30	32	5.2221	1.3125	1.726911	0.434023564	0.027631	0.006944
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	32	5.2221	1.3125	1.151274	0.289349043	0.018420	0.004630
Heavy Duty Trucks - T7TC (offsite)	1	1	3	50	2	5.2221	1.3125	1.726911	0.434023564	0.001727	0.000434
							Total	**30.545265**	**7.663485**	**1.490037**	**0.373314**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximately 50-miles.

Round trips for concrete delivery estimated from Hanford California (approximately 30-miles).

Round trips for fuel deliveries from Visalia area (approximately 15-miles).

Round trips for LDA and LDT2 is estimated from within approximately 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 5: Flatwork and Paving

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb./day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.885	4	--	2.600	--	--	--	--	--	--	--	--	2.301	--	--	--	--	--	--	--	--	0.005	--	--	--	--	--	--	--
Architectural Coating	--	--	0	0.000	0	--	50.000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	6	4	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.159	0.037	0.005	0.005	2.264	0.003	0.003	0.0930	287	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.57
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-2	100	48	1	0	0	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Dozer	200	43	1	6	4	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.296	0.068	0.009	0.009	2.503	0.006	0.005	0.1740	539	0.001	0.000	0.000	0.000	0.005	0.000	0.000	0.000	1.08
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	8	4	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.002	0.000	0.000	0.000	0.003	0.000	0.000	0.000	0.37
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	4	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.14
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	8	4	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.413	0.095	0.013	0.013	3.492	0.008	0.007	0.2413	746	0.001	0.000	0.000	0.000	0.007	0.000	0.000	0.000	1.49
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	2	8	4	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.385	0.089	0.012	0.012	5.482	0.007	0.006	0.2252	697	0.001	0.000	0.000	0.000	0.011	0.000	0.000	0.000	1.39
Paving Equipment	100	36	1	8	4	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.165	0.038	0.005	0.005	2.349	0.003	0.003	0.0971	300	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.60
Paving Roller	50	38	2	8	4	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	1.836	0.080	0.005	0.005	2.480	0.003	0.003	0.0536	381	0.004	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.76
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	8	4	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.697	0.161	0.021	0.021	5.898	0.013	0.011	0.4128	1274	0.001	0.000	0.000	0.000	0.012	0.000	0.000	0.001	2.55
														Total	**5.211**	**2.92**	**0.07**	**0.074**	**26.294**	**0.047**	**0.039**	**1.340**	**4479**	**0.010**	**0.006**	**0.000**	**0.000**	**0.053**	**0.000**	**0.000**	**0.003**	**8.96**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb./day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	4	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.118
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	4	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.036	0.008	0.004	0.004	0.074	0.002	0.036	0.000	230.1	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.460
Passenger Vehicle - LDA (offsite)	1	1	1	50	4	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.004	0.001	0.000	0.000	0.069	0.000	0.000	0.000	29.4	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.059
Light-Duty Truck - LDT2 (offsite)	1	1	3	50	4	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.014	0.003	0.002	0.001	0.028	0.001	0.014	0.000	86	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.173
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	1	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.007	0.000	0.000	0.000	0.001	0.000	0.005	0.000	32.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.016
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839
Heavy Duty Trucks - T7TC (offsite)	1	1	16	50	4	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	1.727	0.016	0.041	0.039	0.09	0.025	0.423	0.001	2686	0.003	0.000	0.000	0.000	0.000	0.000	0.001	0.000	5.371
Heavy Duty Trucks - T7TC (offsite)	1	1	2	30	17	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.130	0.001	0.003	0.003	0.01	0.002	0.032	0.000	201	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.712
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	4	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.864	0.008	0.020	0.020	0.05	0.013	0.212	0.000	1343	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.686
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.084
Heavy Duty Trucks - T7TC (offsite)	1	1	9	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.972	0.009	0.023	0.022	0.051	0.014	0.238	0.000	1511	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.511
														Total	**4.08**	**0.05**	**0.10**	**0.10**	**0.52**	**0.063**	**1.040**	**0.003**	**6681**	**0.008**	**0.000**	**0.000**	**0.000**	**0.001**	**0.000**	**0.002**	**0.000**	**13.03**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	4	5.1564	1.2895	1.136774	0.284273857	0.002274	0.000569
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	4	5.1573	1.2898	4.547875	1.13736862	0.009096	0.002275
Passenger Vehicle - LDA (offsite)	1	1	1	50	4	5.1564	1.2895	0.568387	0.142136929	0.001137	0.000284
Light-Duty Truck - LDT2 (offsite)	1	1	3	50	4	5.1573	1.2898	1.705453	0.426513232	0.003411	0.000853
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	15	1	5.1971	1.3037	0.171864	0.043112716	0.000086	0.000022
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	5.2221	1.3125	1.151274	0.289349043	0.002878	0.000723
Heavy Duty Trucks - T7TC (offsite)	1	1	16	50	4	5.2221	1.3125	9.210193	2.314792343	0.018420	0.004630
Heavy Duty Trucks - T7TC (offsite)	1	1	2	30	17	5.2221	1.3125	0.690764	0.173609426	0.005871	0.001476
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	4	5.2221	1.3125	4.605096	1.157396172	0.009210	0.002315
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	5.2221	1.3125	0.575637	0.144674521	0.000288	0.000072
Heavy Duty Trucks - T7TC (offsite)	1	1	9	50	2	5.2221	1.3125	5.180734	1.302070693	0.005181	0.001302
							Total	**29.544051**	**7.415298**	**0.057852**	**0.014520**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximately 50-miles.

Round trips for concrete delivery estimated from Hanford California (approximately 30-miles).

Round trips for fuel deliveries from Visalia area (approximately 15-miles).

Round trips for LDA and LDT2 is estimated from within approximately 50-miles.

* Asphalt in acres per day

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 6: Interior Finishing

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	21.0	33	--	50.0	--	--	--	--	--	--	--	--	0.0231	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Crane	250	29	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	8	33	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.004	0.001	0.000	0.000	0.052	0.000	0.000	0.000	7.94
Compressor-2	100	48	1	8	17	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.002	0.000	0.000	0.000	0.027	0.000	0.000	0.000	4.09
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	8	33	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.015	0.001	0.000	0.000	0.022	0.000	0.000	0.000	3.06
Generator-2	25	74	1	4	17	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.449	0.020	0.001	0.001	0.669	0.001	0.001	0.0101	92.7	0.004	0.000	0.000	0.000	0.006	0.000	0.000	0.000	0.79
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	33	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.006	0.000	0.000	0.000	0.008	0.000	0.000	0.000	1.15
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
														Total	**2.149**	**0.20**	**0.02**	**0.019**	**8.761**	**0.014**	**0.010**	**0.107**	**1310**	**0.030**	**0.003**	**0.000**	**0.000**	**0.114**	**0.000**	**0.000**	**0.001**	**17.02**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	33	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.002	0.000	0.000	0.000	0.971
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	33	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.036	0.008	0.004	0.004	0.074	0.002	0.036	0.000	230	0.001	0.000	0.000	0.000	0.001	0.000	0.001	0.000	3.797
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.002	0.000	0.000	0.000	0.000	0.000	0.002	0.000	10.7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.168
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.432	0.004	0.010	0.010	0.023	0.006	0.106	0.000	671	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.671
														Total	**0.80**	**0.02**	**0.02**	**0.02**	**0.25**	**0.014**	**0.224**	**0.001**	**1475**	**0.002**	**0.000**	**0.0001**	**0.0001**	**0.004**	**0.000**	**0.001**	**0.0000**	**6.46**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	33	5.1564	1.2895	1.136774	0.284273857	0.018757	0.004691
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	33	5.1573	1.2898	4.547875	1.13736862	0.075040	0.018767
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	5.1971	1.3037	0.057288	0.014370905	0.000057	0.000014
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	5.2221	1.3125	1.151274	0.289349043	0.002878	0.000723
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	2	5.2221	1.3125	0.575637	0.144674521	0.000576	0.000145
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	5.2221	1.3125	2.302548	0.578698086	0.002303	0.000579
							Total	**9.771396**	**2.448735**	**0.099610**	**0.024918**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximately 50-miles.

Round trips for fuel deliveries from Visalia area (approximately 15-miles).

Round trips for LDA and LDT2 is estimated from within approximately 50-miles.

* Architectural Coating in liters per day

THE HUB DEVELOPMENT PROJECT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 7: Exterior Finishing

On-Site Sources

Source	BHP	Load Factor	Number	Hours/ Day*	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	--	--	1	0.000	0	--	2.600	--	--	--	--	--	--	--	--	0.0000	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Architectural Coating	--	--	1	57.8	12	--	50.0	--	--	--	--	--	--	--	--	0.0637	--	--	--	--	--	--	--	--	0.000	--	--	--	--	--	--	--
Backhoe	125	37	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Crane	250	29	1	0	0	22.000	0.060	0.008	0.008	2.200	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Compressor-1	100	48	1	8	12	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.001	0.000	0.000	0.000	0.019	0.000	0.000	0.000	2.89
Compressor-2	100	48	1	8	12	0.260	0.060	0.008	0.008	3.700	0.006	0.004	0.032	568	0.220	0.051	0.007	0.007	3.132	0.005	0.004	0.0271	481	0.001	0.000	0.000	0.000	0.019	0.000	0.000	0.000	2.89
Dozer	200	43	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.153	474	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Excavator	160	38	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	472	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Generator-1	25	74	1	8	12	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.897	0.039	0.003	0.003	1.338	0.002	0.001	0.0202	185	0.005	0.000	0.000	0.000	0.008	0.000	0.000	0.000	1.11
Generator-2	25	74	1	0	0	2.750	0.120	0.008	0.008	4.100	0.007	0.004	0.062	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Grader	150	41	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.155	478	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Lift-1	50	20	1	6	12	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.362	0.016	0.001	0.001	0.489	0.001	0.001	0.0225	69.5	0.002	0.000	0.000	0.000	0.003	0.000	0.000	0.000	0.42
Lift-2	50	20	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.170	525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-1	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Loader-2	250	36	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Machine	100	42	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.152	470	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Equipment	100	36	1	0	0	0.260	0.060	0.008	0.008	3.700	0.005	0.004	0.153	473	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Paving Roller	50	38	1	0	0	2.740	0.120	0.008	0.008	3.700	0.005	0.004	0.080	568	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-1	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Scraper-2	475	48	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.152	471	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
Water Truck-1	400	38	1	0	0	0.260	0.060	0.008	0.008	2.200	0.005	0.004	0.154	475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
														Total	**1.700**	**0.22**	**0.02**	**0.017**	**8.092**	**0.013**	**0.009**	**0.097**	**1217**	**0.010**	**0.001**	**0.000**	**0.000**	**0.049**	**0.000**	**0.000**	**0.001**	**7.30**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2	50	12	0.0324	0.0056	0.0009	0.0009	0.630	0.0026	0.0040	0.002	267	0.007	0.001	0.000	0.000	0.139	0.001	0.001	0.000	58.9	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.353
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	12	0.0409	0.0088	0.0046	0.0044	0.084	0.0025	0.0411	0.000	261	0.036	0.008	0.004	0.004	0.074	0.002	0.036	0.000	230	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.381
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	0.2187	0.0036	0.0041	0.0039	0.021	0.0092	0.1526	0.000	969	0.002	0.000	0.000	0.000	0.000	0.000	0.002	0.000	10.7	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.216	0.002	0.005	0.005	0.011	0.003	0.053	0.000	336	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.108	0.001	0.003	0.002	0.006	0.002	0.026	0.000	168	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.084
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	0.9793	0.0090	0.0232	0.0222	0.052	0.0144	0.2399	0.000	1523	0.432	0.004	0.010	0.010	0.023	0.006	0.106	0.000	671	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.671
														Total	**0.80**	**0.02**	**0.02**	**0.02**	**0.25**	**0.014**	**0.224**	**0.001**	**1475**	**0.001**	**0.0001**	**0.0000**	**0.0000**	**0.001**	**0.0000**	**0.000**	**0.00000**	**3.34**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2	50	12	5.1564	1.2895	1.136774	0.284273857	0.006821	0.001706
Light-Duty Truck - LDT2 (offsite)	1	1	8	50	12	5.1573	1.2898	4.547875	1.13736862	0.027287	0.006824
Med-Heavy Duty - T6 Utility (offsite)	1	1	1	5	2	5.1971	1.3037	0.057288	0.014370905	0.000057	0.000014
Heavy Duty Trucks - T7TC (offsite)	1	1	2	50	5	5.2221	1.3125	1.151274	0.289349043	0.002878	0.000723
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	1	5.2221	1.3125	0.575637	0.144674521	0.000288	0.000072
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	2	5.2221	1.3125	2.302548	0.578698086	0.002303	0.000579
							Total	**9.771396**	**2.448735**	**0.039634**	**0.009919**

Notes:

Hours per day and durations estimated and approved by client.

Round trips for supplies deliveries, equipment and trash pickups estimated from within approximately 50-miles.

Round trips for fuel deliveries from Visalia area (approximately 15-miles).

Round trips for LDA and LDT2 is estimated from within approximately 50-miles.

* Architectural Coating in liters per day

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TABLE 8: Construction - Fugitive Dust Emissions - Phase 1

Construction

Activity	Source	Source Units	Number of Days	Emission Factor	Emission Factor, Units	Peak Day Emissions (lbs/day)		Total Emissions (tons)	
						PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Grading									
Site Grading	2.0	acres/day	19	1.1	lbs PM10/day/acre	2.1725	0.1975	0.0206	0.0031
Truck Loading & Dumping	231	tons/day	19	1.72E-04	lbs/ton	0.0397	0.0060	0.0004	0.0001
Vehicle Miles Off-Road	5.0	vehicle-miles/day	19	1.17	lbs/vehicle-mile	5.8276	0.8825	0.0554	0.0084
					Max/Total	**8.040**	**1.086**	**0.076**	**0.0116**
Utilities									
Site Grading	0.01	acres/day	173	1.1	lbs PM10/day/acre	0.0110	0.0010	0.0010	0.0001
Truck Loading & Dumping	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	1.0	vehicle-miles/day	173	1.17	lbs/vehicle-mile	1.1655	0.1765	0.1008	0.0153
					Max/Total	**1.177**	**0.177**	**0.102**	**0.0154**
Vertical Construction									
Site Grading	0.00	acres/day	0	1.1	lbs PM10/day/acre	0.0000	0.0000	0.0000	0.0000
Truck Loading & Dumping	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	0.25	vehicle-miles/day	176	1.17	lbs/vehicle-mile	0.2914	0.0441	0.0256	0.0039
					Max/Total	**0.291**	**0.044**	**0.026**	**0.0039**
Flatwork and Paving									
Site Grading	0.50	acres/day	4	1.1	lbs PM10/day/acre	0.5500	0.0500	0.0011	0.0002
Truck Loading & Dumping (Grading Phase)	2,038	tons/day	4	1.72E-04	lbs/ton	0.3506	0.05309	0.000701	0.000106
Vehicle Miles Off-Road	0.25	vehicle-miles/day	4	1.17	lbs/vehicle-mile	0.2914	0.0441	0.0006	0.0001
					Max/Total	**1.192**	**0.147**	**0.002**	**0.0004**
Interior Finishing									
Site Grading	0.00	acres/day	0	1.1	lbs PM10/day/acre	0.0000	0.0000	0.0000	0.0000
Truck Loading & Dumping (Grading Phase)	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	0.00	vehicle-miles/day	0	1.17	lbs/vehicle-mile	0.0000	0.0000	0.0000	0.0000
					Max/Total	**0.000**	**0.000**	**0.000**	**0.0000**
Exterior Improvements									
Site Grading	0.0	acres/day	0	1.1	lbs PM10/day/acre	0.0000	0.0000	0.0000	0.0000
Truck Loading & Dumping (Grading Phase)	0	tons/day	0	1.72E-04	lbs/ton	0.0000	0.0000	0.0000	0.0000
Vehicle Miles Off-Road	0.00	vehicle-miles/day	0	1.17	lbs/vehicle-mile	0.0000	0.0000	0.0000	0.0000
					Max/Total	**0.000**	**0.000**	**0.0000**	**0.0000**

Fugitive Dust Emissions: Inputs for the Table

Emission factors based on following inputs		
Mean number of rain days per year	*0*	*worst case*
Silt content of soil, fill storage pile, %	*1.5*	*SCAQMD default value*
Roadway inputs (paved and unpaved, as per URBEMIS)		
Roads mean vehicle weight, tons	*20.61*	*based on project description, HHDT + LDT and vehicles weight (average of full and empty)*
unpaved dirt road silt content, %	*8.4*	*AP-42 construction sites*
Truck Loading inputs		
k, particle size multiplier, default=0.35 fpr pm10	*0.35*	
U, mean wind speed, mph range 1.3-15	*8.15*	
M, moisture content, default=12%	*12*	
PM2.5/PM10	*0.15*	
Site grading emissions from CalEEMod for grading	*0.091*	*ratio of PM2.5/PM10 CalEEMod*
Demolition materials, tons/yds3	*1.000*	*estimated for concrete debris*

Fill materials, tons/yds3	*1.000*	*estimated for soils*
Mitigation: demolition area watering (fraction reduction)	*0.00*	*0.61 for watering every 3 hours (SCAQMD)*
Mitigation: grading/dist area watering (fraction reduction)	*0.00*	*0.61 for watering every 3 hours (SCAQMD)*
Mitigation: dumping soil moisture (fraction reduction)	*0.00*	*0.69 for minimum 12% soil moisture (SCAQMD)*
Mitigation: storage piles (fraction reduction)	*0.00*	*0.90 for watering by hand and covering (SCAQMD)*
Mitigation: roads (fraction reduction)	*0.55*	*0.55 for watering 3X per day (SCAQMD), 0.80 for soil binders applied monthly (AP-42)*

Notes:

PM2.5/PM10 ratio as per AP-42 k factor for PM10 and PM2.5
Demolition dust calculations as per EPA AP-42 11.19 and 13.2.4
Truck loading dumping cut/fill based on CalEEMod
Storage pile emissions based on SCAQMD Handbook (URBEMIS does not address emissions from storage piles)
Paved and unpaved road dust emissions based on AP-42 2006 (unpaved) Chapt 13. EPA AP-42 2006 is the same as URBEMS and CalEEMod
One month assumes 22 days of activity, as per URBEMIS

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TABLE 9: Emission Factors and Assumptions

Onsite Construction				Emission Factors (g/bhp-hr)									Emission Factors (lb/bhp-hr)								
	Tier	Operational Horsepower	Load Factor	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Asphalt Fugitive	EF = lb/acre	--	--	--	2.60	--	--	--	--	--	--	--	--	2.6000	--	--	--	--	--	--	--
Architectural Coating	EF = g/L	--	--	--	50	--	--	--	--	--	--	--	--	0.1102	--	--	--	--	--	--	--
Backhoe	4	125	37	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.152	469	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0349
Crane	4	250	29	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.153	473	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0427
Compressor-1	4	100	48	0.260	0.060	0.008	0.008	3.700	0.006	0.0042	0.032	568	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00007	1.2529
Compressor-2	4	100	48	0.260	0.060	0.008	0.008	3.700	0.006	0.0042	0.032	568	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00007	1.2529
Dozer	4	200	43	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.153	474	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0450
Excavator	4	160	38	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.153	472	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0415
Generator-1	4	25	74	2.750	0.120	0.008	0.008	4.100	0.007	0.0042	0.062	568	0.0061	0.0003	0.0000	0.0000	0.0090	0.00002	0.00001	0.00014	1.2529
Generator-2	4	25	74	2.750	0.120	0.008	0.008	4.100	0.007	0.0042	0.062	568	0.0061	0.0003	0.0000	0.0000	0.0090	0.00002	0.00001	0.00014	1.2529
Grader	4	150	41	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.155	478	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0549
Lift-1	4	50	20	2.740	0.120	0.008	0.008	3.700	0.005	0.0042	0.170	525	0.0060	0.0003	0.0000	0.0000	0.0082	0.00001	0.00001	0.00037	1.1585
Lift-2	4	50	20	2.740	0.120	0.008	0.008	3.700	0.005	0.0042	0.170	525	0.0060	0.0003	0.0000	0.0000	0.0082	0.00001	0.00001	0.00037	1.1585
Loader-1	4	250	36	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	470	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0357
Loader-2	4	250	36	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	470	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0357
Paving Machine	4	100	42	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.152	470	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0367
Paving Equipment	4	100	36	0.260	0.060	0.008	0.008	3.700	0.005	0.0042	0.153	473	0.0006	0.0001	0.0000	0.0000	0.0082	0.00001	0.00001	0.00034	1.0432
Paving Roller	4	50	38	2.740	0.120	0.008	0.008	3.700	0.005	0.0042	0.080	568	0.0060	0.0003	0.0000	0.0000	0.0082	0.00001	0.00001	0.00018	1.2529
Scraper-1	4	475	48	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	471	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0393
Scraper-2	4	475	48	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.152	471	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0393
Water Truck-1	4	400	38	0.260	0.060	0.008	0.008	2.200	0.005	0.0042	0.154	475	0.0006	0.0001	0.0000	0.0000	0.0049	0.00001	0.00001	0.00034	1.0477

Offsite Transportation			Emission Factors (g/mile)									Emission Factors (lb/mile)								
Source	Tier	Region	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	0.0324	0.0056	0.0009	0.0009	0.6303	0.0026	0.0040	0.0016	267.0	0.0001	0.0000	0.0000	0.0000	0.0014	0.00001	0.00001	0.00000	0.5885
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	0.0409	0.0088	0.0046	0.0044	0.0842	0.0025	0.0411	0.0004	260.9	0.0001	0.0000	0.0000	0.0000	0.0002	0.00001	0.00009	0.00000	0.5753
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	0.2187	0.0036	0.0041	0.0039	0.0215	0.0092	0.1526	0.0002	969	0.0005	0.0000	0.0000	0.0000	0.0000	0.00002	0.00034	0.00000	2.1352
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	0.9793	0.0090	0.0232	0.0222	0.0518	0.0144	0.2399	0.0004	1523	0.0022	0.0000	0.0001	0.0000	0.0001	0.00003	0.00053	0.00000	3.3571

Offsite Dust - Mobile Sources			Emission Factors (g/mile)		Emission Factors (lb/mile)	
Source	Tier	Region	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	5.1564	1.2895	0.011368	0.002843
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	5.1573	1.2898	0.011370	0.002843
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	5.1971	1.3037	0.011458	0.002874
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	5.2221	1.3125	0.011513	0.002894

Notes:

- Equipment list and engine sizes estimated.
- Equipment criteria pollutant emission factors and load factors were obtained from CalEEMod, Appendix D 2020.
- N_2O emission factors for equipment were obtained from *CFR Part 98 Table C-2 and CalEEMod Appendix D 2020.*
- CO_2 and CH_4 emission factors for construction equipment were obtained from *CalEEMod Appendix D 2020.*
- Vehicle emissions factors obtained from EMFAC-2021

THE HUB DEVELOPMENT

CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS

TABLE 1: OPERATIONAL EMISSIONS SUMMARY

Model Run: December 17, 2024

Source	Peak Day Emissions (lbs/day)													Annual Emissions (tons/yr)												
	NO_x	ROG	$PM_{10}E$	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	$PM_{10}E$	$PM_{10}D$	$PM_{10}T$	$PM_{2.5}E$	$PM_{2.5}D$	$PM_{2.5}T$	CO	SO_2	N_2O	CH_4	CO_2	$MTCO_2e$
Operational Phase Without New Vehicle Trip Emissions*	2.56	5.99	0.03	0.000	0.030	0.035	0.000	0.035	298	0.012	0.059	23.6	1,092	0.087	0.157	0.0024	0.000	0.002	0.003	0.000	0.003	7.75	0.0004	0.001	3.06	123	189
Operational Phase New Vehicle Trip Emissions	7.5	0.85	0.29	50	50	0.272	12.5	12.8	62	0.404	2.961	0.161	41,566	1.07	0.150	0.047	8.79	8.84	0.045	2.21	2.25	11.3	0.066	0.410	0.029	6,756	6,231
Total Operational Phase Emissions	**10.1**	**6.84**	**0.318**	**49.7**	**50.0**	**0.308**	**12.51**	**12.8**	**360**	**0.416**	**3.02**	**23.8**	**42,658**	**1.15**	**0.307**	**0.050**	**8.79**	**8.84**	**0.047**	**2.21**	**2.26**	**19.1**	**0.066**	**0.410**	**3.09**	**6,879**	**6,420**
SJVAPCD Operational Significance Thresholds	--	--	--	--	--	--	--	--	--	--	--	--	--	***10***	***10***	--	--	***15***	--	--	***15***	***100***	***27***	--	--	--	--
Threshold exceeded?	--	--	--	--	--	--	--	--	--	--	--	--	--	***No***	***No***	--	--	***No***	--	--	***No***	***No***	***No***	--	--	--	--
Total Yearly DPM Emissions From Onsite Diesel Engine Exhaust, tons*														***0.0018***	--	--	--	--	--	--	--	--	--	--	--	--	--
GHG - MTCO$_2$E conversions																								***273***	***28***	***1***	--
Total Operational Phase MTCO$_2$E/yr																								***6,420***			
Amortized Construction Phase Emissions																								***20.2***			
Total Operational Phase + Amortized Construction Phase Emissions MTCO$_2$E/yr																								***6,440***			

Notes:

- Global Warming Potentials (273 for N_2O, 27.9 for CH_4, and 1 for CO_2, Table 7.SM.6, Intergovernmental Panel on Climate Change (IPCC). 2021. Sixth Assessment Report

$MTCO_2E$ - Metric Tons of Carbon Dioxide Equivalent

SJVAPCD - San Joaquin Valley Air Pollution Control District

NO_x - Oxides of Nitrogen

ROG - Reactive Organic Gases

$PM_{2.5}$ - Particulate Matter 2.5 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.

PM_{10} - Particulate Matter 10 Microns or Less. An **E** suffix - indicates exhaust, **D** suffix indicates dust and **T** suffix indicates total emissions.

DPM - Diesel Particulate Matter

CO - Carbon Monoxide

SO_2 - Sulfur Dioxide

N_2O - Nitrous Oxide

CH_4 - Methane

CO_2 - Carbon Dioxide

Assumptions:

Operations assumed 7 days per week.

* - Includes vehicle emissions from facilities operation such as deliveries and maintenance. A majority of these emissions occur offsite and away from adjacent sensitive receptors.

** - Onsite DPM emissions were calculated with the assumption that each diesel vehicle would drive at least 0.5 miles onsite. Diesel vehicles were also assumed to idle onsite for at least five minutes.

THE HUB DEVELOPMENT
CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS
TABLE 2: Operations

Landscaping Equipment Sources

Source	BHP	Load Factor	Number	Hours/ Day	Duration (days)	Emission Factors (g/bhp-hr)									Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Riding Lawn Mower	25	38	3	8	52	2.265	5.266	0.008	0.010	305.040	0.011	0.005	0.026	623.788	1.138	2.647	0.004	0.005	153.3	0.006	0.003	0.013	313.5	0.030	0.069	0.000	0.000	3.987	0.00014	0.0001	0.0003	8.1522
Trimmer	5	91	2	8	52	1.850	6.648	0.076	0.101	304.458	0.012	0.007	0.034	808.574	0.297	1.067	0.012	0.016	48.9	0.002	0.001	0.005	129.8	0.008	0.028	0.000	0.000	1.270	0.00005	0.0000	0.0001	3.3741
Leaf Blower	5	94	2	8	52	2.693	6.132	0.008	0.010	257.695	0.010	0.006	0.028	658.309	0.446	1.017	0.001	0.002	42.7	0.002	0.001	0.005	109.1	0.012	0.026	0.000	0.000	1.111	0.00004	0.0000	0.0001	2.8376
Other Landscape Equipment	5	58	4	8	52	2.691	6.126	0.008	0.010	257.697	0.010	0.006	0.028	658.309	0.551	1.253	0.002	0.002	52.7	0.002	0.001	0.006	134.7	0.014	0.033	0.000	0.000	1.371	0.00005	0.0000	0.0001	3.5017
														Total	**2.43**	**5.98**	**0.019**	**0.025**	**298**	**0.011**	**0.006**	**0.029**	**687**	**0.063**	**0.156**	**0.0005**	**0.001**	**7.739**	**0.0003**	**0.0002**	**0.001**	**17.9**

On-Road Sources

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)									Peak Day Emissions (lb/day)									Total Emissions (tons)								
						NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	1	1	2848	15	365	0.0324	0.0056	0.0009	0.0009	0.6303	0.0026	0.0040	0.0016	267.0	3.050	0.531	0.089	0.082	59.367	0.249	0.374	0.1465	25144.2	0.557	0.097	0.016	0.015	10.835	0.045	0.068	0.027	4589
Light-Duty Truck - LDT2 (offsite)	1	1	949	15	365	0.0409	0.0088	0.0046	0.0044	0.0842	0.0025	0.0411	0.0004	260.9	1.284	0.276	0.144	0.137	2.643	0.078	1.291	0.0128	8192.7	0.234	0.050	0.026	0.025	0.482	0.014	0.236	0.002	1495
Passenger Vehicle - EV LDA (offsite)	1	1	29	15	365	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Light-Duty Truck - EV LDT2 (offsite)	1	1	10	15	365	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Med-Heavy Duty - T6 Utility (offsite)	1	1	32	25	52	0.2187	0.0036	0.0041	0.0039	0.0215	0.0092	0.1526	0.0002	968.5	0.386	0.006	0.007	0.007	0.038	0.016	0.269	0.0003	1708.2	0.010	0.000	0.000	0.000	0.001	0.000	0.007	0.000	44.41
Heavy Duty Trucks - T7TC (offsite)	1	1	8	25	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.007	0.000	0.000	0.000	0.000	0.000	0.003	0.000	16.95
Heavy Duty Trucks - T7TC (offsite)	1	1	15	50	260	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	1.038	0.012	0.018	0.017	0.062	0.023	0.385	0.0006	2445.3	0.135	0.002	0.002	0.002	0.008	0.003	0.050	0.000	317.88
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	156	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.022	0.000	0.000	0.000	0.001	0.000	0.008	0.000	50.86
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.069	0.001	0.001	0.001	0.004	0.002	0.026	0.0000	163.0	0.002	0.000	0.000	0.000	0.000	0.000	0.001	0.000	4.24
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.007	0.000	0.000	0.000	0.000	0.000	0.003	0.000	16.95
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	312	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.554	0.006	0.010	0.009	0.033	0.012	0.205	0.0003	1304.1	0.086	0.001	0.002	0.001	0.005	0.002	0.032	0.000	203.45
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1478.9	0.277	0.003	0.005	0.005	0.016	0.006	0.103	0.0001	652.1	0.007	0.000	0.000	0.000	0.000	0.000	0.003	0.000	16.95
														Total	**7.5**	**0.85**	**0.288**	**0.272**	**62**	**0.404**	**2.96**	**0.161**	**41,566**	**1.07**	**0.150**	**0.047**	**0.045**	**11.3**	**0.066**	**0.410**	**0.029**	**6,756**

On-Road Sources - Within Development Only

Source	Peak Round Trips/Day	Average Round Trips/Day	Number of Vehicles	Length of Round Trip (miles)	Duration (days)	Emission Factors (g/mile)		Peak Day Emissions (lb/day)		Total Emissions (tons)	
						PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	1	1	2848	15	365	0.3706	0.0930	34.905463	8.760740408	6.370247	1.598835
Light-Duty Truck - LDT2 (offsite)	1	1	949	15	365	0.3715	0.0933	11.662944	2.929973151	2.128487	0.534720
Passenger Vehicle - EV LDA (offsite)	1	1	29	15	365	0.3691	0.0925	0.351164	0.087996731	0.064088	0.016059
Light-Duty Truck - EV LDT2 (offsite)	1	1	10	15	365	0.3691	0.0925	0.117054	0.029331854	0.021362	0.005353
Med-Heavy Duty - T6 Utility (offsite)	1	1	32	25	52	0.4113	0.1073	0.725476	0.189199539	0.018862	0.004919
Heavy Duty Trucks - T7TC (offsite)	1	1	8	25	52	0.4366	0.1161	0.192501	0.051196199	0.005005	0.001331
Heavy Duty Trucks - T7TC (offsite)	1	1	15	50	260	0.4366	0.1161	0.721880	0.191985745	0.093844	0.024958
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	156	0.4366	0.1161	0.192501	0.051196199	0.015015	0.003993
Heavy Duty Trucks - T7TC (offsite)	1	1	1	50	52	0.4366	0.1161	0.048125	0.01279905	0.001251	0.000333
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.4366	0.1161	0.192501	0.051196199	0.005005	0.001331
Heavy Duty Trucks - T7TC (offsite)	1	1	8	50	312	0.4366	0.1161	0.385003	0.102392398	0.060060	0.015973
Heavy Duty Trucks - T7TC (offsite)	1	1	4	50	52	0.4366	0.1161	0.192501	0.051196199	0.005005	0.001331
							Total	**50**	**12.5**	**8.8**	**2.21**

0.0310

Land Use Sources

Electricity Use (Land Use)

Source	Units	Electricity Use kWh/sf/yr	Emission Factor (lb/kWh)			Emissions (lb/kWh/day)			Emissions (tons/kWh/yr)		
			N_2O	CH_4	CO_2	N_2O	CH_4	CO_2	N_2O	CH_4	CO_2
Car Wash	4,765	10,330	0.000004	0.000033	0.3486	0.00011	0.00093	9.86688	0.00002	0.00017	1.80
Coffee w/drive thru	2,450	40,154	0.000004	0.000033	0.3486	0.00044	0.00363	38.35357	0.00008	0.00066	7.00
Food w/drive-thru	3,250	40,154	0.000004	0.000033	0.3486	0.00044	0.00363	38.35357	0.00008	0.00066	7.00
Food w/drive-thru	3,250	40,154	0.000004	0.000033	0.3486	0.00044	0.00363	38.35357	0.00008	0.00066	7.00
Grocery	18,500	11,825	0.000004	0.000033	0.3486	0.00013	0.00107	11.29448	0.00002	0.00020	2.06
Health club	19,900	51,217	0.000004	0.000033	0.3486	0.00056	0.00463	48.92072	0.00010	0.00085	8.93
Office	9,800	20,929	0.000004	0.000033	0.3486	0.00023	0.00189	19.99109	0.00004	0.00035	3.65
Parking Lot	2,800	876	0.000004	0.000033	0.3486	0.00001	0.00008	0.83673	0.00000	0.00001	0.15
Retail	2,800	10,351	0.000004	0.000033	0.3486	0.00011	0.00094	9.88652	0.00002	0.00017	1.80
Total						**0.002**	**0.020**	**216**	**0.0005**	**0.004**	**39.4**

Land Use Sources

Natural Gas Use (Land Use)

Source	Units	Natural Gas Use kBTU/sf/yr	Emission Factors, g/kBTU									Peak Day Emissions (lb/day)									Total Emissions (tons)								
			NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Car Wash	4,765	41,459	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0105	0.0006	0.0008	0.0008	0.0045	0.0001	0.0000	0.0012	13.3	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	2.42
Coffee w/drive thru	2,450	121,851	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0308	0.0018	0.0025	0.0025	0.0131	0.0002	0.0001	0.0035	39.1	0.006	0.000	0.000	0.000	0.002	0.000	0.000	0.001	7.13
Food w/drive-thru	3,250	121,851	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0308	0.0018	0.0025	0.0025	0.0131	0.0002	0.0001	0.0035	39.1	0.006	0.000	0.000	0.000	0.002	0.000	0.000	0.001	7.13
Food w/drive-thru	3,250	121,851	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0308	0.0018	0.0025	0.0025	0.0131	0.0002	0.0001	0.0035	39.1	0.006	0.000	0.000	0.000	0.002	0.000	0.000	0.001	7.13
Grocery	18,500	41,014	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0104	0.0006	0.0008	0.0008	0.0044	0.0001	0.0000	0.0012	13.1	0.002	0.000	0.000	0.000	0.001	0.000	0.000	0.000	2.40
Health club	19,900	30,238	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0076	0.0004	0.0006	0.0006	0.0032	0.0000	0.0000	0.0009	9.69	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.77
Office	9,800	28,869	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0073	0.0004	0.0006	0.0006	0.0031	0.0000	0.0000	0.0008	9.25	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	1.69
Parking Lot	2,800	0.000	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Retail	2,800	9,689	0.00009	0.00001	0.00001	0.00001	0.00004	0.00000	0.00000	0.00001	0.11698	0.0024	0.0001	0.0002	0.0002	0.0010	0.0000	0.0000	0.0003	3.11	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.567
												Total	**0.130**	**0.008**	**0.011**	**0.011**	**0.056**	**0.001**	**0.0003**	**0.015**	**166**	**0.024**	**0.001**	**0.002**	**0.002**	**0.010**	**0.000**	**0.000**	**0.003**	**30.2**

Land Use Sources

Electricity Use (Water Use)		Emission Factor (lb/kWh)			Emissions (lb/kWh/day)			Emissions (tons/kWh/yr)		
Source	**Water Use/Year**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**
Car Wash	2,600,000	0.000004	0.000033	0.3486	0.000000	0.000001	0.00978	0.0000000	0.0000002	0.00179
Coffee w/drive thru	743,658	0.000004	0.000033	0.3486	0.000000	0.000000	0.00280	0.0000000	0.0000000	0.00051
Food w/drive-thru	986,485	0.000004	0.000033	0.3486	0.000000	0.000000	0.00371	0.0000000	0.0000001	0.00068
Food w/drive-thru	986,485	0.000004	0.000033	0.3486	0.000000	0.000000	0.00371	0.0000000	0.0000001	0.00068
Grocery	2,280,462	0.000004	0.000033	0.3486	0.000000	0.000001	0.00858	0.0000000	0.0000001	0.00157
Health club	1,176,949	0.000004	0.000033	0.3486	0.000000	0.000000	0.00443	0.0000000	0.0000001	0.00081
Landscaping	902,480	0.000004	0.000033	0.3486	0.000000	0.000000	0.00340	0.0000000	0.0000001	0.00062
Office	1,741,791	0.000004	0.000033	0.3486	0.000000	0.000001	0.00655	0.0000000	0.0000001	0.00120
Parking Lot	0	0.000004	0.000033	0.3486	0.000000	0.000000	0.00000	0.0000000	0.0000000	0.00000
Retail	207,403	0.000004	0.000033	0.3486	0.000000	0.000000	0.00078	0.0000000	0.0000000	0.00014
Total					**0.000001**	**0.000004**	**0.0437**	**0.0000001**	**0.000001**	**0.008**

Wastewater Treatment		Emission Factor (lb/gal)			Emissions (pound/day)			Emissions (tons/year)		
Source	**Wastewater Generated (gallons/yr)**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**	**N_2O**	**CH_4**	**CO_2**
Car Wash	2,600,000	0.0000017	0.0008020	0.0007800	0.0121	5.7129	5.5562	0.00001	0.00286	0.00278
Coffee w/drive thru	743,658	0.0000017	0.0008020	0.0007800	0.0035	1.6340	1.5892	0.00000	0.00082	0.00079
Food w/drive-thru	986,485	0.0000017	0.0008020	0.0007800	0.0046	2.1676	2.1081	0.00000	0.00108	0.00105
Food w/drive-thru	986,485	0.0000017	0.0008020	0.0007800	0.0046	2.1676	2.1081	0.00000	0.00108	0.00105
Grocery	2,280,462	0.0000017	0.0008020	0.0007800	0.0106	5.0108	4.8733	0.00001	0.00251	0.00244
Health club	1,176,949	0.0000017	0.0008020	0.0007800	0.0055	2.5861	2.5151	0.00000	0.00129	0.00126
Landscaping	0	0.0000017	0.0008020	0.0007800	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000
Office	1,741,791	0.0000017	0.0008020	0.0007800	0.0081	3.8272	3.7222	0.00000	0.00191	0.00186
Parking Lot	0	0.0000017	0.0008020	0.0007800	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000
Retail	207,403	0.0000017	0.0008020	0.0007800	0.0010	0.4557	0.4432	0.00000	0.00023	0.00022
Total					**0.0501**	**23.6**	**22.9**	**0.0000**	**0.012**	**0.011**

Solid Waste		Emission Factor (tons/ton)		Emissions (pound/day)		Emissions (tons/year)	
Source	**Solid Waste Generated (tons/yr)**	**CH_4**	**CO_2**	**CH_4**	**CO_2**	**CH_4**	**CO_2**
Car Wash	18.2	0.00844	0.09846	0.0005	0.0054	0.1536	1.79
Coffee w/drive thru	28.2	0.00844	0.09846	0.0007	0.0084	0.2381	2.78
Food w/drive-thru	37.4	0.00844	0.09846	0.0010	0.0111	0.3159	3.69
Food w/drive-thru	37.4	0.00844	0.09846	0.0010	0.0111	0.3159	3.69
Grocery	104.3	0.00844	0.09846	0.0027	0.0310	0.8804	10.27
Health club	113.4	0.00844	0.09846	0.0029	0.0337	0.9571	11.17
Office	9.1	0.00844	0.09846	0.0002	0.0027	0.0769	0.90
Parking Lot	0.000	0.00844	0.09846	0.0000	0.0000	0.0000	0.000
Retail	12.0	0.00844	0.09846	0.0003	0.0036	0.1016	1.19
			Total	**0.01**	**0.107**	**3.04**	**35.5**

Notes:

- Square footage and number of units provided by client
- Daily trips for LDA and LDT2 were estimated from peak AM and PM traffic data obtained from the Draft Traffic Evaluation and Vehicle Miles Traveled Assessment for the Hub Project (C2 Consult Corp, 2024).
- Round trips for medium and heavy duty trucks were estimated.
- Assumes 1% of LDA and LDT2 will be electric vehicles.
- Assumes 15 mile round trips for LDA and LDT2.
- Assumes 25 to 50 mile round trips for medium and heavy duty trucks.

THE HUB DEVELOPMENT

CRITERIA POLLUTANTS & GREENHOUSE GAS EMISSIONS

TABLE 3: Operational Emission Factors and Assumptions

Onsite Maintenance

Source	Tier	Operational Horsepower	Load Factor	Emission Factors (g/bhp-hr)									Emission Factors (lb/bhp-hr)							
				NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Riding Lawn Mower	--	25	38	2.265	5.266	0.008	0.010	305.040	0.011	0.005	0.026	624	0.0050	0.0116	0.0000	0.0000	0.6725	0.00002	0.00001	0.00006	1.3752
Trimmer	--	5	91	1.850	6.648	0.076	0.101	304.458	0.012	0.007	0.034	809	0.0041	0.0147	0.0002	0.0002	0.6712	0.00003	0.00002	0.00007	1.7826
Leaf Blower	--	5	94	2.693	6.132	0.008	0.010	257.695	0.010	0.006	0.028	658	0.0059	0.0135	0.0000	0.0000	0.5681	0.00002	0.00001	0.00006	1.4513
Other Landscape Equipment	--	5	58	2.691	6.126	0.008	0.010	257.697	0.010	0.006	0.028	658	0.0059	0.0135	0.0000	0.0000	0.5681	0.00002	0.00001	0.00006	1.4513

Offsite

Source	Tier	Region	Emission Factors (g/mile)									Emission Factors (lb/mile)								
			NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	0.0324	0.0056	0.0009	0.0009	0.6303	0.0026	0.0040	0.0016	267	0.0001	0.0000	0.0000	0.0000	0.0014	0.00001	0.00001	0.00000	0.5885
Passenger Vehicle - EV LDA (offsite)	--	San Joaquin Valley	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000000	0.00000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000	0.0000
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	0.0409	0.0088	0.0046	0.0044	0.0842	0.0025	0.0411	0.0004	261	0.0001	0.0000	0.0000	0.0000	0.0002	0.00001	0.00009	0.00000	0.5753
Light-Duty Truck - EV LDT2 (offsite)	--	San Joaquin Valley	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000000	0.00000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00000	0.00000	0.00000	0.0000
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	0.2187	0.0036	0.0041	0.0039	0.0215	0.0092	0.1526	0.0002	969	0.0005	0.0000	0.0000	0.0000	0.0000	0.00002	0.00034	0.00000	2.1352
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	0.6279	0.0072	0.0110	0.0105	0.0373	0.0140	0.2330	0.0003	1479	0.0014	0.0000	0.0000	0.0000	0.0001	0.00003	0.00051	0.00000	3.2604

Offsite Dust - Mobile Sources

Source	Tier	Region	Emission Factors (g/mile)		Emission Factors (lb/mile)	
			PM_{10}Dust	$PM_{2.5}$Dust	PM_{10}Dust	$PM_{2.5}$Dust
Passenger Vehicle - LDA (offsite)	--	San Joaquin Valley	0.3706	0.0930	0.000817	0.000205
Passenger Vehicle - EV LDA (offsite)	--	San Joaquin Valley	0.3691	0.0925	0.000814	0.000204
Light-Duty Truck - LDT2 (offsite)	--	San Joaquin Valley	0.3715	0.0933	0.000819	0.000206
Light-Duty Truck - EV LDT2 (offsite)	--	San Joaquin Valley	0.3691	0.0925	0.000814	0.000204
Med-Heavy Duty - T6 Utility (offsite)	--	San Joaquin Valley	0.4113	0.1073	0.000907	0.000237
Heavy Duty Trucks - T7TC (offsite)	--	San Joaquin Valley	0.4366	0.1161	0.000963	0.000256

Offsite

Source	Energy Consumption (kWh/mile)
Passenger Vehicle - EV LDA (offsite)	0.40674
Light-Duty Truck - EV LDT2 (offsite)	0.40674

Recycling and Composting

Recycling and Composting Program	Percentage of Waste Recycled or Composted
	0

Electricity and Natural Gas Use by Land Use

Source	kWhr/Unit/Year	kBtu/Unit/Year
	Electricity	Natural Gas
Car Wash	10,330	41,459
Coffee w/drive thru	40,154	121,851
Food w/drive-thru	40,154	121,851
Food w/drive-thru	40,154	121,851
Grocery	11,825	41,014
Health club	51,217	30,238
Office	20,929	28,869
Parking Lot	876	0.000
Retail	10,351	9,689

Electricity Emission Factors

Source	Electricity Source	Emission Factors (lb/kWhr)		
		N_2O	CH_4	CO_2
Electricity Usage	Southern California Edison	0.000004	0.00003	0.3486

Natural Gas Emissions Factors

Source	Electricity Source	Emission Factors, g/kBTU									Emission Factors (lb/kBTU)								
		NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2	NO_x	ROG	PM_{10}	$PM_{2.5}$	CO	SO_2	N_2O	CH_4	CO_2
Natural Gas Residential	California Gas Company	0.041802	0.002446	0.003380	0.003380	0.017788	0.000267	0.000100	0.004696	53.059937	0.000092	0.000005	0.000007	0.000007	0.000039	0.000001	0.000000	0.000010	0.116977
Natural Gas Commercial	California Gas Company	0.044470	0.002446	0.003380	0.003380	0.037355	0.000267	0.000100	0.004696	53.059937	0.000092	0.000005	0.000007	0.000007	0.000039	0.000001	0.000000	0.000010	0.116977

Water Energy-Intensity

Source	kWh/Gal
Project Site	0.00394

Solid Waste Disposal Rate

Source	Region	Rate (Tons/Year)
Car Wash	Statewide	18
Coffee w/drive thru	Statewide	28
Food w/drive-thru	Statewide	37
Food w/drive-thru	Statewide	37
Grocery	Statewide	104
Health club	Statewide	113
Office	Statewide	9
Parking Lot	Statewide	0
Retail	Statewide	12

Solid Waste Emissions Factors

Landfill Type	CH_4 (tons/ton)	CO_2 (tons/ton)
No Landfill Gas Collection	0.0084	0.0985

Water Use Rates				Water Use		
Source	**Units or Square Feet**	**Indoor Water Use (gal/unit or Square Feet per yr)**	**Outdoor Water Use (gal/unit or gal/Square Feet per yr)**	**Total Indoor Water Use (gal)**	**Total Outdoor Water Use (gal)**	**Total Water Use (gal)**
Car Wash	4,765	546	0.000	2,600,000	0.000	2,600,000
Coffee w/drive thru	2,450	304	0.000	743,658	0.000	743,658
Food w/drive-thru	3,250	304	0.000	986,485	0.000	986,485
Food w/drive-thru	3,250	304	0.000	986,485	0.000	986,485
Grocery	18,500	123	0.000	2,280,462	0.000	2,280,462
Health club	19,900	59.1	0.000	1,176,949	0.000	1,176,949
Landscaping	85,378	0.000	10.6	0.00	902,480	902,480
Office	9,800	178	0.000	1,741,791	0.000	1,741,791
Parking Lot	2,800	0.000	0.000	0.000	0.000	0.000
Retail	2,800	74.1	0.000	207,403	0.000	207,403
			Total	**10,723,231**	**902,480**	**11,625,711**

Wastewater Treatment	Emission Factor (lb/gal)		
Source	**N_2O**	**CH_4**	**CO_2**
Wastewater Treatment	0.0000017	0.000802	0.00078

Climate Zone	4

Notes:

- Equipment list and engine sizes estimated.
- Equipment criteria pollutant emission factors and load factors were obtained from CalEEMod, Appendix D 2020 and CalEEMod, Appendix G, 2022.
- Electricity and Natural Gas Emission Factors were obtained from CalEEMod, Appendix G 2022.
- Electricity Use by Land Use obtained from CalEEMod, Appendix G 2022.
- N_2O emission factors for equipment were obtained from *CFR Part 98 Table C-2 and CalEEMod Appendix D- 20164.*
- CO_2 and CH_4 emission factors for equipment were obtained from *CalEEMod Appendix G 2022.*
- CO_2 and CH_4 emission were obtained from *CalEEMod Appendix G 2022.*
- Vehicle emissions factors obtained from EMFAC-2021
- Solid waste and waste water emission factors and waste disposal rates obtained from CalEEMod Appendix G 2022
- Water use rates and wastewater treatment rates obtained from CalEEMod Appendix G 2022
- Waste disposal rates obtained from CalEEMod Appendix G 2022

Daily Vehicle Estimate Email

From: Charley Clouse
To: Andrew Mangano
Cc: Robert Vander Weele; Darlene Mata; Greg Nunley
Subject: Re: Construction and Operational Emissions Estimates - The Hub Development
Date: Thursday, December 12, 2024 11:54:51 AM

Afternoon, One and all,
Looking at the Hub in focus for the AQ assessment, the calculation/estimate for daily trips can be derived from the ITE Trip Generation Manual. Using the Shopping Plaza land use, the estimate for daily trips would be 6,394. Again, this would be total trips at the driveways, not new trips. ITE suggests up to 40% of these trips would be pass-by trips coming from the existing traffic. Applying that factor would result in approximately 3,836 new trips added as a result of the Hub Project.

I would caution use of these numbers for AQ analysis as they represent a different application of the ITE Trip Generation data sets. That said, I believe this represents reasonable estimates of daily trips.

Let me know if you have any questions or need any additional information.
Charley

Prioritization Screening

Prioritization Calculator

Name	Prioritization Calculator
Applicability	Use to provide a Prioritization score based on the emission potency method. Entries required in yellow areas, output in gray areas.
Author or updater	Robert Vander Weele — *Last Update* December 18, 2024
Facility: Proposed Hub Development Project **ID#:** N/A **Project #:** 2402-4031 **Unit and Process#:** Operations Project	Construction
Operating Hours hr/yr*	2,000.00

Receptor Proximity and Proximity Factors		Cancer Score	Chronic Score	Acute Score	Max Score
0< R<100	1.000	7.11	0.04620	0.00E+00	7.11
100≤R<250	0.250	1.78	0.01155	0.00E+00	1.78
250≤R<500	0.040	0.28	0.00185	0.00E+00	0.28
500≤R<1000	0.011	0.08	0.00051	0.00E+00	0.08
1000≤R<1500	0.003	0.02	0.00014	0.00E+00	0.02
1500≤R<2000	0.002	0.01	0.00009	0.00E+00	0.01
2000<R	0.001	0.01	0.00005	0.00E+00	0.01

Receptor proximity is in meters. Priortization scores are calculated by multiplying the total scores summed below by the proximity factors. Record the Max score for your receptor distance. If the substance list for the unit is longer than the number of rows here or if there are multiple processes use additional worksheets and sum the totals of the Max Scores.

Use the substance dropdown list in the CAS# Finder to locate CAS# of substances.

Substance	CAS# Finder
Diesel engine exhaust, particulate matter (Diesel PM)	9901

* - Based on 250 work days per year 8 hours per day

** - Based on max daily PM10 emissions.

*** - Annual PM10 emissions for mobile diesel emissions sources only

Construction

Enter the unit's CAS# of the substances emitted and their amounts.

Prioritzation score for each substance generated below. Totals on last row.

Substance	CAS#	MW Correction	Annual Emissions (lbs/yr)**	Maximum Hourly (lbs/hr)	Corrected Annual Emissions (lbs/yr)	CorrectedMaximum Hourly (lbs/hr)	Average Hourly (lbs/hr)	Cancer	Chronic	Acute
Diesel engine exhaust, particulate matter (Diesel PM)	9901	1.0000	3.08E+00	1.17E-02	3.08E+00	1.17E-02	1.54E-03	7.11E+00	4.62E-02	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
							Totals	7.11E+00	4.62E-02	0.00E+00

Name	**Prioritization Calculator**					
Applicability	Use to provide a Prioritization score based on the emission potency method. Entries required in yellow areas, output in gray areas.					
Author or updater	Robert Vander Weele	*Last Update*	December 17, 2024			
Facility: Proposed Hub Development Project **ID#:** N/A **Project #:** 2402-4031 **Unit and Process#:** Operations Project	Opeations					
Operating Hours hr/yr*	5,475.00					

Receptor Proximity and Proximity Factors		Cancer Score	Chronic Score	Acute Score	Max Score
0< R<100	**1.000**	8.55	0.02027	0.00E+00	8.55
100≤R<250	**0.250**	2.14	0.00507	0.00E+00	2.14
250≤R<500	**0.040**	0.34	0.00081	0.00E+00	0.34
500≤R<1000	**0.011**	0.09	0.00022	0.00E+00	0.09
1000≤R<1500	**0.003**	0.03	0.00006	0.00E+00	0.03
1500≤R<2000	**0.002**	0.02	0.00004	0.00E+00	0.02
2000<R	**0.001**	0.01	0.00002	0.00E+00	0.01

Receptor proximity is in meters. Priortization scores are calculated by multiplying the total scores summed below by the proximity factors. Record the Max score for your receptor distance. If the substance list for the unit is longer than the number of rows here or if there are multiple processes use additional worksheets and sum the totals of the Max Scores.

Use the substance dropdown list in the CAS# Finder to locate CAS# of substances.

Substance	CAS# Finder
Diesel engine exhaust, particulate matter (Diesel PM)	9901

* - Based on 365 work days per year 15 hours per day

** - Based on max daily PM10 emissions.

*** - Annual PM10 emissions for mobile diesel emissions sources only

Opeations

Enter the unit's CAS# of the substances emitted and their amounts.

Prioritzation score for each substance generated below. Totals on last row.

Substance	CAS#	MW Correction	Annual Emissions (lbs/yr)**	Maximum Hourly (lbs/hr)	Corrected Annual Emissions (lbs/yr)	CorrectedMaximum Hourly (lbs/hr)	Average Hourly (lbs/hr)	Cancer	Chronic	Acute
Diesel engine exhaust, particulate matter (Diesel PM)	**9901**	**1.0000**	3.70E+00	1.17E-02	3.70E+00	1.17E-02	6.76E-04	8.55E+00	2.03E-02	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		0.0000			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
							Totals	**8.55E+00**	**2.03E-02**	**0.00E+00**

LIVE OAK
ASSOCIATES, INC.

BIOLOGICAL EVALUATION
THE HUB COMMERCIAL DEVELOPMENT
VISALIA, CALIFORNIA

Prepared by:

LIVE OAK ASSOCIATES, INC.

Austin Pearson, Vice President
Rebekah Jensen, Senior Project Manager and Ecologist

Prepared for:

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September 30, 2024 PN 2917-01

EXECUTIVE SUMMARY

Live Oak Associates, Inc. (LOA) investigated the biological resources of an approximately 9-acre site proposed for a commercial development ("project"), and evaluated potential project-related impacts to such resources pursuant to the California Environmental Quality Act (CEQA). The site is located within the southeastern limits of the City of Visalia, in Tulare County, California. Proposed facilities include a grocery store, a gym, several restaurants, a car wash, and associated parking areas and drive lanes

LOA's analysis was based on a reconnaissance-level field survey conducted on September 25, 2024. At that time, the site consisted entirely of a ruderal field. It was vegetated primarily with non-native grasses and forbs, but also contained four native valley oak trees. The site does not contain wildlife movement corridors, sensitive natural communities, designated critical habitat, or aquatic features likely to be considered jurisdictional by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife.

The project site has the potential to be used for nesting by various avian species protected by state and federal laws, possibly including the special-status loggerhead shrike. The project site also has the potential to support roosting by native bat species, possibly including the special-status pallid bat. Construction-related mortality and disturbance of nesting birds and raptors and roosting bats are considered potentially significant impacts of the project. By limiting construction to lower-risk times of year if feasible, conducting preconstruction surveys for nesting birds and roosting bats, avoiding any active nests or maternity roosts that are found, and humanely evicting bats from any non-maternity roosts, these impacts can be reduced to a less than significant level under CEQA.

No other biological resources would be significantly impacted by project implementation. Impacts are considered less than significant for all regionally-occurring special status plant species, 16 of 18 regionally-occurring special status animal species, wildlife movement corridors, sensitive natural communities, jurisdictional waters, and designated critical habitat. The project appears to be consistent with City of Visalia General Plan policies related to biological resources. It is assumed that project-related removal of oak trees will be carried out in accordance with the City's oak tree ordinance and associated mitigation policy. The project is presumably not subject to any Habitat Conservation Plans or Natural Community Conservation Plans.

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1.0 INTRODUCTION

This technical report, prepared by Live Oak Associates, Inc. (LOA) in support of California Environmental Quality Act (CEQA) review, describes the biological resources of an approximately 9-acre site ("project site") proposed for a commercial development ("project"), and evaluates the potential impacts to biological resources associated with project implementation. The project site is located within the southeastern limits of the City of Visalia, in Tulare County, California (Figure 1). It may be found on the *Visalia* U.S. Geological Survey (USGS) 7.5-minute quadrangle, in Section 33 of Township 18 South, Range 25 East, Mount Diablo Base and Meridian (Figure 2).

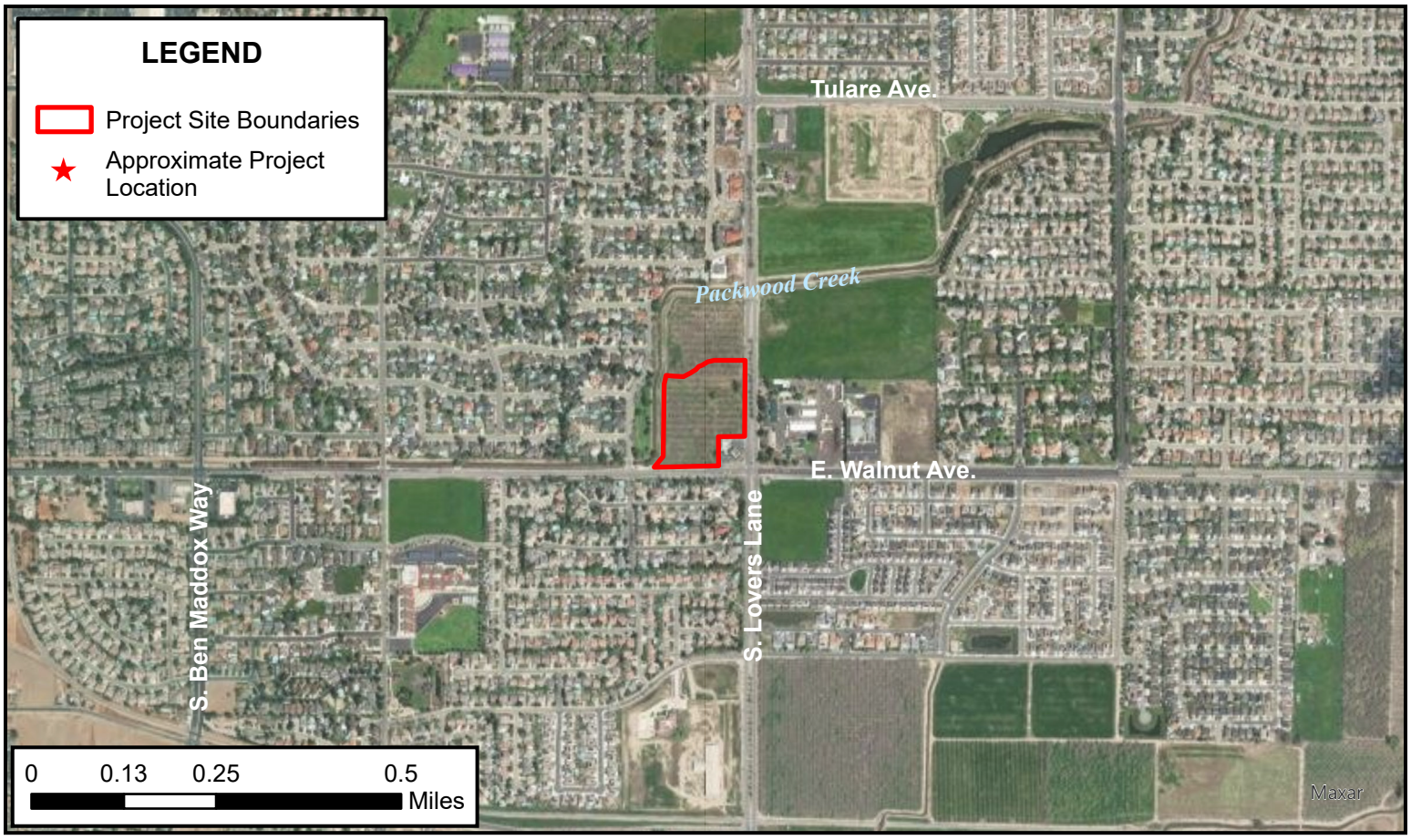
1.1 PROJECT DESCRIPTION

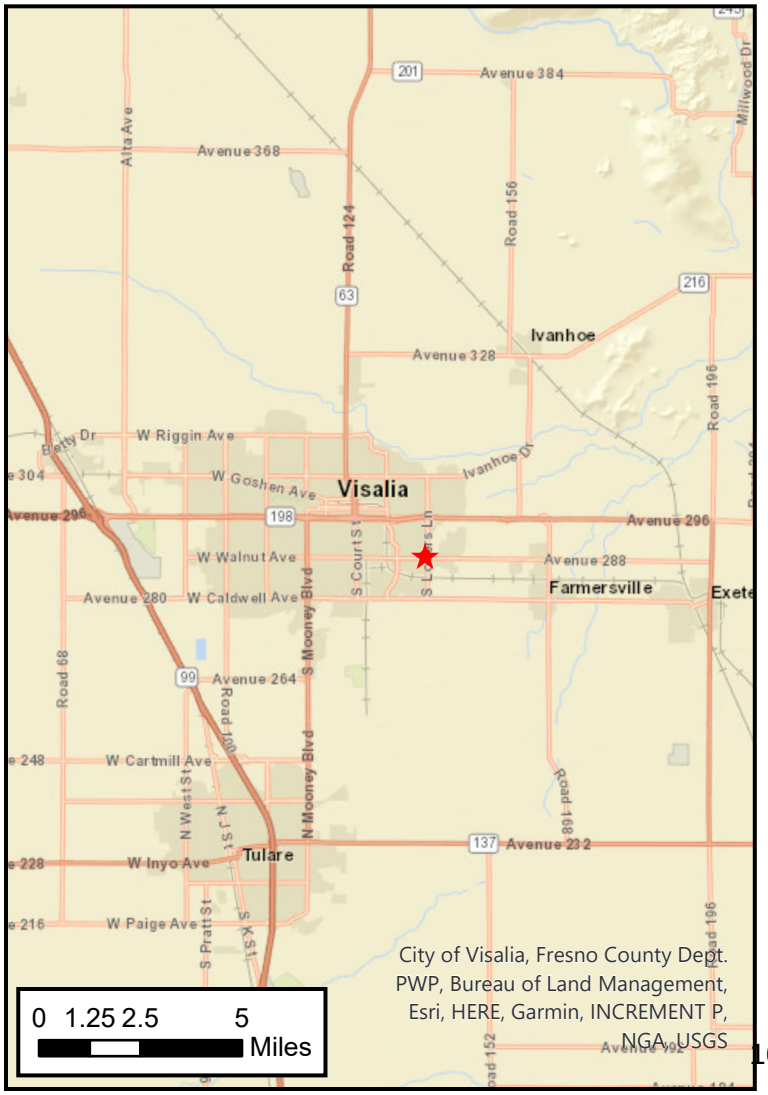
N&M Capital, LLC proposes a commercial development on an approximately 9-acre property in Visalia. Planned facilities include a grocery store, a gym, several restaurants, a car wash, and associated parking areas and drive lanes. According to the site plan, the site's existing valley oak (*Quercus lobata*) trees will be removed, and an approximately 35-foot-wide strip of land along the property's western boundary, contiguous with an urban greenway along Packwood Creek, will be dedicated to the City of Visalia.

1.2 REPORT OBJECTIVES

The objectives of this technical report are to:

- Characterize the project site's existing biological resources, including biotic habitats, flora and fauna, soils, and aquatic resources
- Evaluate the project site's potential to support sensitive resources such as special status species, sensitive natural communities, and jurisdictional waters and wetlands
- Summarize all state and federal natural resource protection laws that may be relevant to project implementation
- Identify and discuss potential project-related impacts to biological resources within the context of CEQA and other state and federal laws
- Identify avoidance and mitigation measures that would reduce the magnitude of project-related impacts in a manner consistent with CEQA and species-specific guidelines





LIVE OAK
ASSOCIATES, INC.

The Hub Commercial Development Project
Vicinity Map

Date	Project #	Figure #
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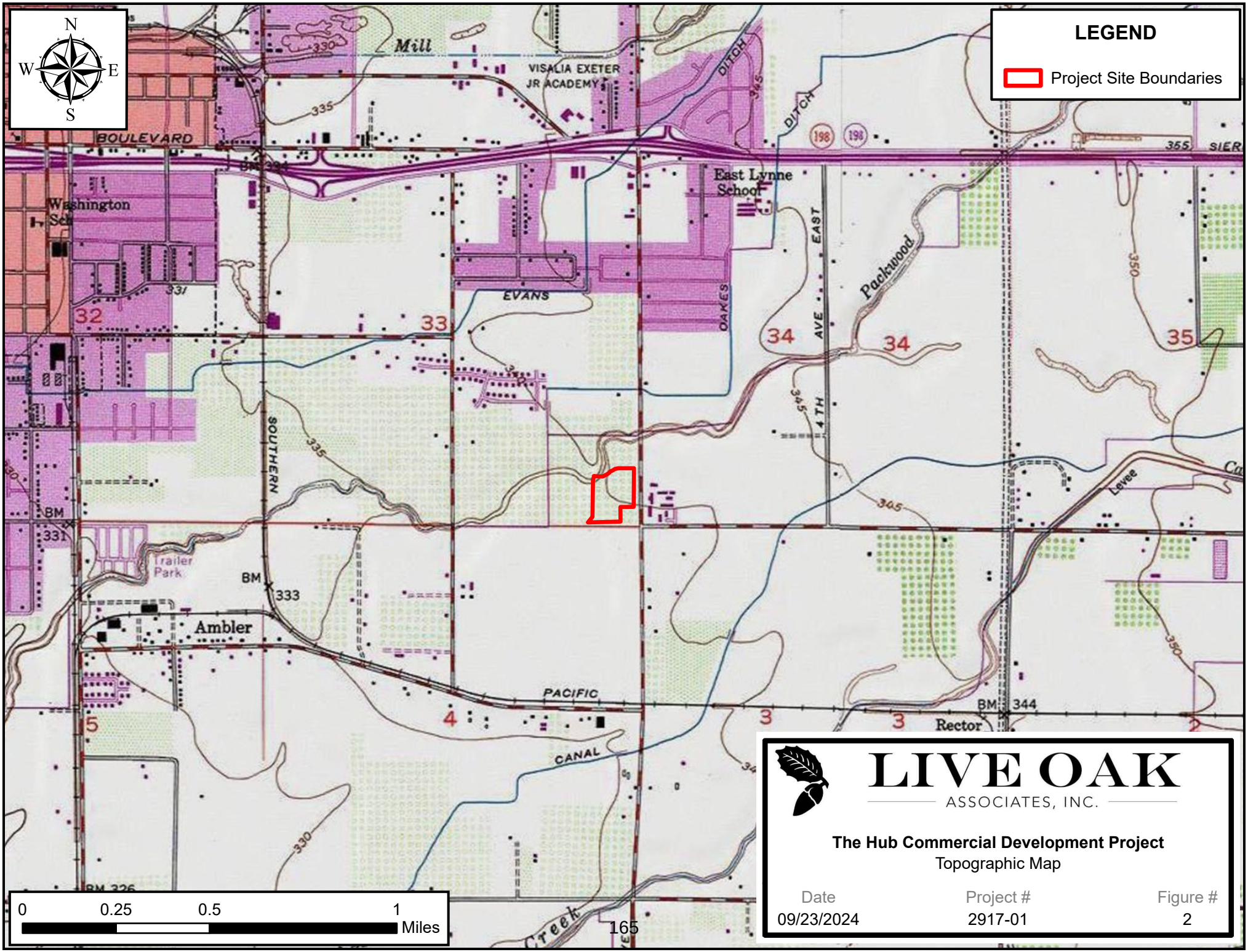
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The Hub Commercial Development Project
Topographic Map
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1.3 STUDY METHODOLOGY

A reconnaissance-level field survey of the project site was conducted on September 25, 2024 by LOA ecologist Jeff Gurule. The survey consisted of walking through the project site while identifying its principal land uses, biotic habitats, flora, and fauna, and assessing its potential to support special status species and other sensitive resources. The survey did not include a formal aquatic resources delineation or focused surveys for special status species. The survey was sufficient to assess the significance of possible biological impacts associated with project implementation, and to assess the need for more detailed studies that could be warranted if sensitive resources were identified in this initial survey.

LOA conducted an analysis of potential project impacts based on the known and potential biotic resources of the project site. Sources of information used in the preparation of this analysis included the *California Natural Diversity Data Base* (CDFW 2024), *Online Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2024), and manuals, reports, and references related to plants and animals of the project vicinity.

2.0 EXISTING CONDITIONS

2.1 REGIONAL SETTING

The project site is located in the southeastern San Joaquin Valley of California. The San Joaquin Valley is bordered by the Sierra Nevada to the east, the Tehachapi Mountains to the south, the California coastal ranges to the west, and the Sacramento-San Joaquin Delta to the north.

Like most of California, the San Joaquin Valley experiences a Mediterranean climate. Warm, dry summers are followed by cool, moist winters. Summer temperatures commonly exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely exceed 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation in the project vicinity varies considerably from year to year, but averages approximately 10 inches, almost all of which falls between the months of October and March. Nearly all precipitation falls in the form of rain.

The principal drainage in the project vicinity is Packwood Creek, which passes within 50 feet west of the project site at its closest point. Packwood Creek is a distributary of the Kaweah River. It splits from the river channel approximately 3 miles upstream (northeast) of the project site, and flows generally west and south through Visalia. Downstream of Visalia, it enters a series of ditches and canals utilized for agricultural irrigation.

The site is located in southeastern Visalia, in a landscape dominated by urban uses. It is bordered to the north by a ruderal field; to the east by S. Lovers Lane and, beyond that, a CALFIRE station; to the southeast by a gas station and convenience store; to the south by E. Walnut Avenue and, beyond that, a residential development; and to the west by an urban greenway along Packwood Creek and, beyond that, residential development contiguous with the downtown area.

2.2 PROJECT SITE

The project site has level topography and sits at an elevation of approximately 340 feet above sea level. At the time of LOA's field survey, it consisted entirely of a ruderal field. It contains two soil map units: Nord fine sandy loam, 0 to 2 percent slopes and Grangeville sandy loam, drained, 0 to 2 percent slopes (NRCS 2024). The latter soil type is classified as hydric, meaning it has the

propensity to pond water and support the growth of wetland vegetation. However, the site has a long history of agricultural disturbance and is no longer expected to exhibit its native soil characteristics.

Lists of the vascular plant species observed within the project site and the terrestrial vertebrates using, or potentially using, the site are provided in Appendices A and B, respectively. Representative photographs are presented in Appendix C.

2.3 LAND USES / BIOTIC HABITATS

The project site contains a single land use, ruderal field. Analysis of aerial imagery indicates the field was previously an orchard, with the trees removed in 2022 or 2023. At the time of LOA's field survey, the field was vegetated primarily with non-native grasses and forbs including ripgut brome (*Bromus diandrus*), foxtail barley (*Hordeum murinum*), prickly lettuce (*Lactuca serriola*), Canadian horseweed (*Erigeron canadensis*), and Russian thistle (*Salsola tragus*). It also contained four valley oak (*Quercus lobata*) trees, and a small chinaberry (*Melia azedarach*) tree along its Walnut Avenue frontage.

The wildlife value of the site's ruderal field is fairly low due to its degraded nature and high levels of ambient disturbance. The field is most likely to support common, disturbance-tolerant species associated with open habitats, and may also be used incidentally by species associated with the nearby Packwood Creek. Reptiles expected to occur here include the western fence lizard (*Sceloporus occidentalis*), common kingsnake (*Lampropeltis californiae*), and Pacific gopher snake (*Pituophis catenifer catenifer*). Common amphibians such as the western toad (*Bufo boreas*) and Sierran treefrog (*Pseudacris sierra*) may breed in Packwood Creek and subsequently disperse through the field.

The site's field may be used for foraging by a number of common avian species. These include the western kingbird (*Tyrannus verticalis*) in the summer, the Say's phoebe (*Sayornis saya*) and savannah sparrow (*Passerculus sandwichensis*) in the winter, and the Brewer's blackbird (*Euphagus cyanocephalus*), house finch (*Haemorhous mexicanus*), American kestrel (*Falco sparverius*) and red-tailed hawk (*Buteo jamaicensis*) year-round. The field could potentially support nesting by the mourning dove (*Zenaida macroura*) and killdeer (*Charadrius vociferus*),

both ground-nesting species. The oak trees could be used for nesting by a larger number of species including American robins (*Turdus migratorius*), Anna's hummingbirds (*Calypte anna*), and Bullock's orioles (*Icterus bullockii*), among others.

Small mammal use of the site's ruderal field is expected to include the deer mouse (*Peromyscus maniculatus*), California vole (*Microtus californicus*), Botta's pocket gopher (*Thomomys bottae*), and California ground squirrel (*Otospermophilus beecheyi*). Mammalian predators expected to use the field include the raccoon (*Procyon lotor*) and striped skunk (*Mephitis mephitis*). Due to the proximity of residences, domestic dogs (*Canis familiaris*) and cats (*Felis catus*) may also occur here from time to time.

2.4 SPECIAL STATUS PLANTS AND ANIMALS

Many species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2, state and federal laws have provided CDFW and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by the CDFW. The California Native Plant Society (CNPS) has developed its own ranking system, California Rare Plant Ranks (CRPR), for native plants considered rare, threatened, or endangered. Plants with a CRPR ranking of 1 or 2 meet the definitions of the California Endangered Species Act and are eligible for state listing. Collectively, all of the aforementioned plants and animals are referred to as "special status species."

The California Natural Diversity Data Base (CNDDB) (CDFW 2024) was queried for special status species occurrences in the nine USGS 7.5-minute quadrangles containing and immediately surrounding the project site *(Clovis, Lanes Bridge, Friant, Academy, Round Mountain, Sanger, Malaga, Fresno South,* and *Fresno North*). These species, and their potential to occur on site, are listed in Table 1 on the following pages. Sources of information for Table 1 included *California's*

Wildlife, Volumes I, II, and III (Zeiner et. al 1988), *The Jepson Manual: Vascular Plants of California, second edition* (Baldwin et al. 2012), CNPS's *Online Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2024), Calflora.org, and eBird.org.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

PLANTS

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat	Occurrence on the Project Site
California jewelflower (*Caulanthus californicus*)	FE, CE, CRPR 1B	Occurs in chenopod scrub, pinyon and juniper woodland, and valley and foothill grassland in sandy soils. Elevations between 200 and 3,300 feet. Blooms February-May.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Hoover's spurge (*Euphorbia hooveri*)	FT CRPR 1B	Occurs in vernal pools of California's Central Valley; blooms July-September; elevation 80-820 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
San Joaquin Valley orcutt grass (*Orcuttia inaequalis*)	FT, CE CRPR 1B	Occurs in Central Valley vernal pools between 130 and 820 ft. in elevation. Requires deep pools with prolonged periods of inundation. Blooms April-Sept.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
San Joaquin adobe sunburst (*Pseudobahia peirsonii*)	FT, CE, CRPR 1B	Annual sunflower occurs in grasslands of the Sierra Nevada foothills in heavy clay soils of the Porterville and Centerville series, between 300 and 2,625 ft. in elevation. Blooms March-April.	**Absent**. Suitable habitat and soils for this species are absent from the project site and adjacent lands.

CNPS-Listed Species

Heartscale (*Atriplex cordulata* var. *cordulata*)	CRPR 1B	Occurs on saline or alkaline soils in chenopod scrub, meadows, seeps, and grasslands; blooms April-October; elevations below 1,230 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Earlimart Orache (*Atriplex cordulata* var. *erecticaulis*)	CRPR 1B	Occurs in valley and foothill grasslands between 130 and 330 ft. in elevation; blooms August-September.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands. Moreover, the site is situated above its elevational distribution.
Brittlescale (*Atriplex depressa*)	CRPR 1B	Occurs in chenopod scrub, valley and foothill grassland, and wetland habitats; blooms April-October; elevations below 1,050 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Lesser Saltscale (*Atriplex minuscula*)	CRPR 1B	Occurs in cismontane woodland and valley and foothill grasslands of the San Joaquin Valley; alkaline/sandy soils; blooms May-October; elevation 50-660 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Vernal Pool Smallscale (*Atriplex persistens*)	CRPR 1B	Occurs in alkaline vernal pools; blooms July-October; elevations below 400 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Subtle Orache (*Atriplex subtilis*)	CRPR 1B	Occurs in valley and foothill grasslands of the San Joaquin Valley; blooms August-October; elevation 130-330 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands. Moreover, the site is situated above its elevational distribution.
Recurved Larkspur (*Delphinium recurvatum*)	CRPR 1B	Occurs in cismontane woodland and valley and foothill grasslands; blooms March-June; alkaline soils; elevations below 2,500 ft.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Spiny-sepaled button-celery (*Eryginum spinosepalum*)	CRPR 1B	Occurs in vernal pools in valley and foothill grasslands of the San Joaquin Valley between 330 and 840 ft. in elevation. Blooms April-May.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

PLANTS (cont'd)

CNPS-Listed Species

Species	Status	Habitat	Occurrence on the Project Site
Spiny-sepaled button-celery (*Eryginum spinosepalum*)	CRPR 1B	Occurs in vernal pools in valley and foothill grasslands of the San Joaquin Valley between 330 and 840 ft. in elevation. Blooms April-May.	**Absent**. Suitable habitat for this species is absent from the project site and adjacent lands.
Winter's sunflower (*Helianthus winteri*)	CRPR 1B	Found within woodland and grassland habitats on relatively steep, south-facing slopes with granitic soils. Often found on roadsides. Elevations 400 to 1,500 ft.; blooms year-round.	**Absent**. Suitable habitat and topography is absent from the project site and adjacent lands. Moreover, the site is situated below this species' elevational distribution.
California satintail (*Imperata brevifolia*)	CRPR 2B	Found in wetland seeps and riparian areas within various types of scrub, chaparral, and desert communities up to 4,000 feet in elevation. Blooms September-May.	**Absent.** Suitable habitat for this species is absent from the project site and adjacent lands.
Alkali-sink goldfields (*Lasthenia chrysantha*)	CRPR 1B	Found in alkaline vernal pools in the southern Sacramento Valley and San Joaquin Valley. Elevations up to 650 ft.; blooms February-June.	**Absent.** Suitable habitat for this species is absent from the project site and adjacent lands.
Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*)	CRPR 1B	Found in coastal marshes, playas, and vernal pools. Elevations up to 4,000 feet; blooms February-June.	**Absent.** Suitable habitat for this species is absent from the project site and adjacent lands.
California Alkali-Grass (*Puccinellia simplex*)	CRPR 1B	Occurs in saline flats and mineral springs in the Central Valley, San Francisco Bay Area and western Mojave Desert. Elevations up to 3,000 ft.; blooms March-May.	**Absent.** Suitable habitat for this species is absent from the project site and adjacent lands.
Sanford's arrowhead (*Sagittaria sanfordii*)	CRPR 1B	Occurs in shallow freshwater marshes, ponds, sloughs, and ditches of the Central Valley and Sierra Nevada foothills up to 2,100 ft. in elevation. Blooms May-October.	**Absent**. Suitable habitat for this species is absent from the project site.

ANIMALS

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Crotch bumble bee (*Bombus crotchii*)	CCE	A species of open grassland and scrub habitats, the Crotch bumble bee historically ranged throughout central and southern California. Widespread conversion of grassland to agricultural and urban uses has led to its near-extirpation from the Central Valley. Where present, it is associated with remnant grassland and scrub supporting food plants of the *Asclepias, Chaenactis, Lupinus, Medicago, Phacelia,* and *Salvia* genera (Williams et al. 2014).	**Absent.** The project site does not contain suitable habitat for this species, and is situated in a matrix of urban uses incompatible with this species' ecology.
Valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*)	FT	Lives in mature elderberry shrubs of California's Central Valley and Sierra foothills, generally along waterways and in floodplains.	**Absent.** Current accepted VELB distribution does not include the San Joaquin Valley south of Merced County.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat	Occurrence on the Project Site
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	Occurs in vernal pools, clear to tea-colored water in grass or mud-bottomed swales, and basalt depression pools.	**Absent.** Suitable vernal pool habitat for this species is absent from the project site and surrounding lands.
Vernal pool tadpole shrimp (*Lepidurus packardi*)	FE	Primarily found in vernal pools, but may use other seasonal wetlands in mesic valley and foothill grasslands.	**Absent.** Suitable vernal pool habitat for this species is absent from the project site and surrounding lands.
California tiger salamander (CTS) (*Ambystoma californiense*)	FT, CT	Found primarily in annual grasslands; requires vernal pools for breeding and rodent burrows for aestivation. Although most CTS aestivate within 0.4 mile of their breeding pond, outliers may aestivate up to 1.3 miles away (Orloff 2011).	**Absent.** The site is situated in a matrix of urban uses within which this species would not have been able to persist.
Western spadefoot (*Spea hammondii*)	FPT, CSC	Occurs in grasslands of San Joaquin Valley, where it breeds in vernal pools or other seasonal wetlands and aestivates in underground refugia such as rodent burrows. Baumberger et al. (2019) recorded a mean maximum distance of around 230 feet between breeding and aestivation sites, with an overall maximum of 890 feet.	**Absent.** The site is situated in a matrix of urban uses within which this species would not have been able to persist.
Western pond turtle (*Actinemys marmorata*)	FPT, CSC	Found in ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Requires partially submerged rocks or logs or sandy banks for basking sites. Nesting takes place in open areas, on a variety of soil types, and up to ¼ mile away from water.	**Unlikely.** The only aquatic feature in the near project vicinity, Packwood Creek, carries seasonal flows and is characterized by a highly maintained engineered channel of low habitat value for western pond turtles, with a dearth of suitable nesting and overwintering habitat in the adjoining urban landscape. This species is not expected to occur in Packwood Creek and, by extension, on the project site itself. The only CNDDB occurrence of the western pond turtle in Visalia is historical in nature, from 1897. The nearest iNaturalist occurrence is more than 5 miles east of the site at the Kaweah Oaks Preserve.
Swainson's hawk (*Buteo swainsoni*)	CT	This breeding migrant to California nests in mature trees in riparian areas and oak savannah, and occasionally in lone trees at the margins of agricultural fields. Requires adjacent suitable foraging areas such as grasslands or alfalfa fields supporting rodent populations.	**Possible.** The project site is situated in an urban landscape generally unsuitable for this species. However, given that Swainson's hawks are occasionally sighted in Visalia (eBird 2024), there is some chance for individuals to pass through or forage on site from time to time. Nesting on or near the site is not expected.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	FT, CE	Frequents valley foothill and desert riparian habitats in scattered locations in California.	**Absent**. This species has been extirpated from the project vicinity.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat	Occurrence on the Project Site
Tricolored blackbird (*Agelaius tricolor)*	CT	Nests colonially near fresh water in dense cattails or tules, in thickets of willows or shrubs, and increasingly in grain fields. Forages in grassland and cropland areas.	**Possible.** Tricolored blackbirds are occasionally sighted in the general project vicinity (eBird 2024), and may occasionally pass through or forage on site. Nesting habitat is absent from the project site and surrounding lands.
Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*)	FE, CE	Occurs in chenopod scrub and alkali grasslands in isolated portions of Kings, Tulare, and Kern Counties.	**Absent.** Suitable habitat for this species is absent from the project site and surrounding lands.
San Joaquin kit fox (SJKF) (*Vulpes macrotis mutica*)	FE, CT	Frequents desert alkali scrub and annual grasslands and may forage in adjacent agricultural habitats. Utilizes enlarged ground squirrel burrows as denning habitat. May become adapted to urban environments, as has occurred in the cities of Bakersfield, Taft, and Coalinga.	**Unlikely.** The SJKF was historically known from the project vicinity, but has not been documented in or around Visalia for many years (CNDDB 2024). Of the 15 CNDDB occurrences within a 10-mile radius of the site, all are from more than 20 years ago, and most are from the 1970s. Since its launch in 2008, iNaturalist has logged no sightings of the SJKF anywhere in Tulare County. The site is situated in a matrix of residential and commercial uses generally incompatible with kit fox ecology. There is no known record of urban-adapted kit foxes in or around Visalia. While portions of the project site are theoretically suitable for kit fox foraging and denning, this species is highly unlikely to occur in the project vicinity such that it would be able to access the site.

ANIMALS (cont'd)

California Species of Special Concern or Fully Protected

Species	Status	Habitat	Occurrence on the Project Site
Northern California legless lizard (*Anniella pulchra*)	CSC	Occurs in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Requires moist soils.	**Absent.** Suitable habitat for this species is absent from the project site and vicinity.
Burrowing owl (*Athene cunicularia*)	CSC	Frequents open, dry annual or perennial grasslands, deserts, and scrublands characterized by low growing vegetation. Dependent upon burrowing mammals, most notably the California ground squirrel, for nest burrows.	**Unlikely.** The project site is situated in a matrix of urban uses incompatible with burrowing owl ecology. There are no known records of the burrowing owl within Visalia city limits, where the site is located (CNDDB 2024, eBird 2024, iNaturalist 2024). While the site could conceivably provide opportunities for burrowing owl foraging and nesting, this species is highly unlikely to occur in the project vicinity such that it would be able to access the site.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

California Species of Special Concern or Fully Protected

Species	Status	Habitat	Occurrence on the Project Site
Loggerhead shrike (*Lanius ludovicianus*)	CSC	Frequents open habitats with sparse shrubs and trees, other suitable perches, bare ground, and low herbaceous cover. Can often be found in cropland.	**Possible**. This species is occasionally sighted in Visalia (eBird 2024), and has some potential to nest and forage on site.
Pallid bat (*Antrozous pallidus*)	CSC	Found in grasslands, chaparral, and woodlands, where it feeds on ground- and vegetation-dwelling arthropods, and occasionally takes insects in flight. Prefers to roost in rock crevices, but many also use tree cavities, caves, bridges, and buildings.	**Possible**. The pallid bat could forage on or over the site, and could potentially roost in the site's oak trees.
Western mastiff bat (*Eumops perotis* ssp. *californicus*)	CSC	Frequents open, semi-arid to arid habitats, including conifer, and deciduous woodlands, coastal scrub, grasslands, palm oasis, chaparral and urban. Roosts in cliff faces, high buildings, and tunnels.	**Possible.** The western mastiff bat could forage over the site, but roosting habitat is absent.
American badger (*Taxidea taxus*)	CSC	Found in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. Utilize subterranean burrows, usually self-dug, for rest and reproduction.	**Unlikely.** The site's disturbed nature and urban setting make it highly unlikely to be occupied or utilized by American badgers.

OCCURRENCE DESIGNATIONS AND STATUS CODES

Present: Species observed on the site at time of field surveys or during recent past.
Likely: Species not observed on the site, but it may reasonably be expected to occur there on a regular basis.
Possible: Species not observed on the site, but it could occur there from time to time.
Unlikely: Species not observed on the site, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed on the site and precluded from occurring there because habitat requirements not met.

STATUS CODES

FE	Federally Endangered
FT	Federally Threatened
FC	Federal Candidate
CE	California Endangered
CT	California Threatened
CCE	California Candidate Endangered
CFP	California Fully Protected
CSC	California Species of Special Concern
CR	California Rare

CRPR CODES

1A	Plants Presumed Extinct in California
1B	Plants Rare, Threatened, or Endangered in California and elsewhere
2	Plants Rare, Threatened, or Endangered in California, but more common elsewhere

2.5 JURISDICTIONAL WATERS

Jurisdictional waters are those rivers, creeks, drainages, lakes, ponds, reservoirs, and wetlands that are subject to the authority of the USACE, CDFW, and/or the RWQCB. In general, the USACE regulates navigable waters, tributaries to navigable waters, and wetlands with a continuous surface

connection to these waters, where wetlands are defined by the presence of hydric soils, hydrophytic vegetation, and wetland hydrology. All waters under USACE jurisdiction are also regulated by the RWQCB as waters of the State. Additionally, the RWQCB asserts jurisdiction over certain isolated features disclaimed by the USACE. The CDFW has jurisdiction over waters that have a defined bed and bank. The regulation of jurisdictional waters is discussed in more detail in Section 3.2.7.

Aquatic features, including any potentially jurisdictional waters or wetlands, are absent from the project site.

2.6 SENSITIVE NATURAL COMMUNITIES

California contains a wide range of natural communities, or unique assemblages of plants and animals. These communities have largely been classified and mapped by CDFW as part of their Vegetation Classification and Mapping Program (VegCAMP). Natural communities are assigned state and global ranks according to their rarity and the magnitude and trend of the threats they face. Any natural community with a state rank of 3 or lower (on a 1 to 5 scale) is considered "sensitive" and must be considered in CEQA review.

The project site does not contain or adjoin any sensitive natural communities.

2.7 WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors are routes that animals regularly and predictably follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, and rivers and creeks supporting riparian vegetation.

The project site does not contain any features likely to function as wildlife movement corridors. Packwood Creek adjacent to the site may facilitate some wildlife movement through the surrounding matrix of urban uses, but is unlikely to function as a regionally important movement corridor due to its disturbed nature and limited vegetative cover, and because it does not interconnect blocks of natural land or other high-value wildlife areas.

2.8 DESIGNATED CRITICAL HABITAT

The USFWS often designates areas of "critical habitat" when it lists species as threatened or endangered. Critical habitat is a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection.

Designated critical habitat is absent from the project site and immediate vicinity. The nearest unit of critical habitat is located approximately 10 miles north of the project site at its closest point, and is designated for the protection of several vernal pool species.

3.0 RELEVANT GOALS, POLICIES, AND LAWS

3.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

In California, any project carried out or approved by a public agency that will result in a direct or reasonably foreseeable indirect physical change in the environment must comply with CEQA. The purpose of CEQA is to ensure that a project's potential impacts on the environment are evaluated and methods for avoiding or reducing these impacts are considered before the project is allowed to move forward. A secondary aim of CEQA is to provide justification to the public for the approval of any projects involving significant impacts on the environment.

According to Section 15382 of the CEQA Guidelines, a significant effect on the environment means a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest." Although the lead agency may set its own CEQA significance thresholds, project impacts to biological resources are generally considered to be significant if they would meet any of the following criteria established in Appendix G of the CEQA Guidelines:

- 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 CDFW or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS.
- 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.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Furthermore, CEQA Guidelines Section 15065(a) requires the lead agency to make "mandatory findings of significance" if there is substantial evidence that a project may:

- 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, or substantially reduce the number or restrict the range of an endangered, rare or threatened species.
- Achieve short-term environmental goals to the detriment of long-term environmental goals.
- Produce environmental effects that are individually limited but cumulatively considerable, meaning that the incremental effects of the project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

3.2 OTHER RELEVANT LAWS AND POLICIES

3.2.1 City of Visalia General Plan

Cities and counties adopt general plans to guide future development and to protect and/or enhance natural and cultural resources. In general, projects must be consistent with the goals and policies of these general plans. The City of Visalia's general plan was adopted in 2014, and has a planning horizon through 2030.

The Open Space and Conservation Element of the Visalia General Plan includes a number of goals, policies, and implementation programs concerning biological resources. Key policies include: 1) for new development, require a minimum 50-foot setback from the top of bank of Mill, Packwood, and Cameron Creeks *and* a minimum 5-foot setback from the dripline of any associated riparian trees, 2) protect and enhance natural vegetation, particularly sensitive natural communities, 3) establish best management practices for control of invasive plant species where such plants could adversely impact wildlife habitat, 4) establish a "no net loss" standard for sensitive habitat acreage, 5) protect significant stands of valley oak woodlands from further development by designating them for conservation, creating habitat management plans, and/or undertaking restoration activities as appropriate, 6) protect and enhance habitat for special status species, and 7) require protection of sensitive habitat areas and special status species in new development in the following order: avoidance, onsite mitigation, and offsite mitigation.

3.2.2 City of Visalia Valley Oak Tree Ordinance

The City of Visalia has an oak tree ordinance that was established pursuant to Visalia Municipal Code Chapter 12.24. The ordinance establishes policies for the care, trimming, and removal of native valley oak trees. Residents and developers must obtain permission from the City to remove or prune valley oaks, and must provide mitigation for the loss of any valley oaks in accordance with the City's Oak Tree Mitigation Policy. Mitigation options include payment of a mitigation fee, currently assessed at a rate of $120 per inch of diameter at breast height (DBH), and/or in-kind mitigation at a rate of one replacement tree per inch of DBH.

3.2.3 Threatened and Endangered Species

In California, imperiled plants and animals may be afforded special legal protections under the California Endangered Species Act (CESA) and/or Federal Endangered Species Act (FESA). Species may be listed as "threatened" or "endangered" under one or both Acts, and/or as "rare" under CESA. Under both Acts, "endangered" means a species is in danger of extinction throughout all or a significant portion of its range, and "threatened" means a species is likely to become endangered within the foreseeable future. Under CESA, "rare" means a species may become endangered if their present environment worsens. Both Acts prohibit "take" of listed species, defined under CESA as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" (California Fish and Game Code, Section 86), and more broadly defined under FESA to include "harm" (16 USC, Section 1532(19), 50 CFR, Section 17.3). The USFWS commonly interprets "take" to include the loss of habitat utilized by a listed species.

When state and federally listed species have the potential to be impacted by a project, the USFWS and CDFW must be included in the CEQA process. These agencies review the environmental document to determine the adequacy of its treatment of endangered species issues and to make project-specific recommendations for the protection of listed species. Projects that may result in the "take" of listed species must generally enter into consultation with the USFWS and/or CDFW pursuant to FESA and CESA, respectively. In some cases, incidental take authorization(s) from these agencies may be required before the project can be implemented.

3.2.4 Migratory Birds

The Federal Migratory Bird Treaty Act (FMBTA: 16 USC 703-712) 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.

Native birds are also protected under California state law. The 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.

3.2.5 Birds of Prey

Birds of prey are also protected in California under provisions of the State Fish and Game Code, Section 3503.5, 1992), which states that it is "unlawful to take, possess, or destroy any birds in the order *Falconiformes* or *Strigiformes* (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

3.2.6 Nesting Birds

In California, protection is afforded to the nests and eggs of all birds. California Fish and Game Code (Section 3503) states that it is "unlawful to take, possess, or needlessly destroy the nest or eggs of any bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Breeding-season disturbance that causes nest abandonment and/or loss of reproductive effort is considered a form of "take" by the CDFW.

3.2.7 Habitat Conservation Plans and Natural Community Conservation Plans

Section 10 of the federal Endangered Species Act establishes a process by which non-federal projects can obtain authorization to incidentally take listed species, provided take is minimized

and thoroughly mitigated. A Habitat Conservation Plan (HCP), developed by the project applicant in collaboration with the USFWS and/or NMFS, ensures that such minimization and mitigation will occur, and is a prerequisite to the issuance of a federal incidental take permit. Similarly, a Natural Community Conservation Plan (NCCP), developed by the project applicant in collaboration with CDFW, provides for the conservation of biodiversity within a project area, and permits limited incidental take of state-listed species.

3.2.8 Wetlands and Other Jurisdictional Waters

Section 404 of the federal Clean Water Act (CWA) regulates the discharge of dredged or fill material into "navigable waters" (33 U.S.C. §1344), defined in the CWA as "the waters of the United States, including the territorial seas" (33 U.S.C. §1362(7)). The CWA does not supply a definition for waters of the U.S., and that has been the subject of considerable debate since the CWA's passage in 1972. A variety of regulatory definitions have been promulgated by the two federal agencies responsible for implementing the CWA, the Environmental Protection Agency (EPA) and USACE. These definitions have been interpreted, and in some cases, invalidated, by federal courts.

Waters of the U.S. are presently defined by the EPA and USACE's joint 2023 Revised Definition of 'Waters of the U.S.' Rule (2023 WOTUS Rule), issued in January 2023 and amended in August 2023. Generally speaking, waters of the U.S. include:

- Waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide
- The territorial seas
- Interstate waters
- Impoundments of waters otherwise defined as waters of the United States under the definition
- Tributaries to other waters of the U.S. that are relatively permanent, standing or continuously flowing bodies of water
- Wetlands adjacent to other waters of the U.S. that have a continuous surface connection to those waters

The 2023 WOTUS Rule also defines a number of exclusions from the definition of waters of the U.S., many of which are longstanding exclusions from earlier regulatory regimes. These generally include:

- Waste treatment systems
- Prior converted cropland
- Ditches excavated wholly in and draining only dry land that do not carry a relatively permanent flow of water
- Certain artificial features, e.g. irrigation basins, swimming pools, borrow pits, and artificially irrigated areas
- Swales and erosional features characterized by low volume, infrequent, or short duration flow

All activities that involve the discharge of dredge or fill material into waters of the U.S. are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values.

Under the Porter-Cologne Water Quality Control Act of 1969, the State Water Resources Control Board (SWRCB) has regulatory authority to protect the water quality of all surface water and groundwater in the State of California ("waters of the State"). Nine RWQCBs oversee water quality at the local and regional level. The RWQCB for a given region regulates discharges of fill or pollutants into waters of the State through the issuance of various permits and orders. Discharges into waters of the State that are also waters of the U.S. require a Section 401 Water Quality Certification from the RWQCB as a prerequisite to obtaining a Section 404 Clean Water Act permit. Discharges into waters of the State that are not also waters of the U.S. require Waste Discharge Requirements (WDRs), or waivers of WDRs, from the RWQCB.

The SWRCB and RWQCBs also administer the federal National Pollution Discharge Elimination System (NPDES) program, which is concerned with the discharge of stormwater and other pollutants into water bodies. Projects that disturb one or more acres of soil must obtain coverage under the SWRCB's current NPDES Construction Stormwater General Permit. A prerequisite for permit coverage is the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. Other types of pollutant discharges into waters of the U.S.,

such as wastewater, may require coverage under a different NPDES general permit, and in some cases an individual permit.

CDFW has jurisdiction over the bed and bank of natural drainages and lakes according to provisions of Section 1601 and 1602 of the California Fish and Game Code. Activities that may substantially modify such waters through the diversion or obstruction of their natural flow, change or use of any material from their bed or bank, or the deposition of debris require a Notification of Lake or Streambed Alteration. If CDFW determines that the activity may adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be prepared. Such an agreement typically stipulates that certain measures will be implemented to protect the habitat values of the lake or drainage in question.

4.0 IMPACTS AND MITIGATIONS

The following discussions assume that the project site will be entirely converted to commercial uses, other than an area of approximately ½ acre that will be dedicated to the City of Visalia. It is assumed that all four of the site's valley oak trees will be removed to accommodate the development.

4.1 POTENTIALLY SIGNIFICANT PROJECT IMPACTS/MITIGATION

4.1.1 Potential Project Impacts to Nesting Birds and Raptors including the Loggerhead Shrike

Potential Impacts. The project site has the potential to be used for nesting by a variety of avian species. For example, the site's ground vegetation could be used for nesting by the mourning dove, barren areas could be used by the disturbance-tolerant killdeer, and the oak trees could be used by a number of birds including the American robin, Anna's hummingbird, and potentially also the loggerhead shrike (*Lanius ludovicianus*), a California Species of Special Concern. If birds are nesting on or near the site at the time of future residential buildout, individual birds could be killed or disturbed such that they would abandon their nests. Construction-related mortality of nesting birds and construction-related disturbance leading to nest abandonment are potentially significant impacts of the project. Moreover, such incidents would violate the Migratory Bird Treaty Act and California Fish and Game Code.

Loggerhead shrikes are not expected to be adversely affected by project-related loss of habitat. The site's potential nesting and foraging habitats for this species are of relatively low value given the urban setting. Similar or higher quality habitat is regionally abundant. For these reasons, project-related loss of habitat for the loggerhead shrike is considered less than significant under CEQA.

Mitigation. The following measures will be implemented for the protection of nesting birds and raptors including the loggerhead shrike.

Mitigation Measure 4.1.1a (Construction Timing). If feasible, future construction activities will take place entirely outside of the avian nesting season, defined here as February 1 to August 31.

***Mitigation Measure 4.1.1b (Preconstruction Surveys*).** If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within 250 feet.

***Mitigation Measure 4.1.1c (Avoidance of Active Nests*).** Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.

Implementation of the above measures will reduce potential project impacts to nesting birds and raptors, including the loggerhead shrike, to a less than significant level under CEQA and ensure compliance with state and federal laws protecting these species.

4.1.2 Potential Project Impacts to Roosting Bats including the Pallid Bat

Potential Impacts. A few native bat species have the potential to roost in the project site's few valley oak trees. Among these are the pallid bat (*Antrozous pallidus*), a California Species of Special Concern. Any bats roosting in the trees at the time of their removal are likely to be injured or killed. Construction-related injury or mortality of the pallid bat and other roosting bats is considered a potentially significant impact of the project.

The project will not result in a significant loss of roosting or foraging habitat for the pallid bat. Although a few potential roost structures may be removed, numerous similar structures will remain available elsewhere in the project vicinity. The site does not offer unique foraging habitat for the pallid bat, nor is it likely to represent an important part of any individual foraging range, given its disturbed nature and urban setting. Similar and higher quality foraging habitats are abundant in the project vicinity and elsewhere in the region.

Mitigation. The following measures will be implemented for the protection of roosting bats including the special-status pallid bat.

***Mitigation Measure 4.1.2a* (*Construction Timing*).** To avoid potential impacts to maternity bat roosts, and if feasible, removal of the site's trees will occur outside of the

period between April 15 and September 30. This is the time frame within which colony-nesting bats in the vicinity generally assemble, give birth, nurse their young, and ultimately disperse.

***Mitigation Measure 4.1.2b* (*Pre-construction Surveys*).** Within 10 days prior to the removal of the site's trees, a qualified biologist will survey the trees for roosting bats. The biologist will look for individuals, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites.

***Mitigation Measure 4.1.2c* (*Avoidance of Maternity Roosts*).** Should any active maternity bat roosts be discovered, the biologist will identify a suitable construction-free buffer around the maternity roost. The buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the nursery is no longer active.

***Mitigation Measure 4.1.2d* (*Humane Eviction of Non-breeding Bats*).** If any non-breeding bat colonies are found in trees to be removed, the individuals will be humanely evicted, under the direction of a qualified biologist, to ensure that bats are not physically harmed during this process.

Implementation of the above measures will reduce potential construction-related impacts to the pallid bat and other roosting bats to a less than significant level under CEQA.

4.2 LESS THAN SIGNIFICANT PROJECT IMPACTS

4.2.1 Potential Project Impacts to Special Status Plants

Potential Impacts. Nineteen special status plant species have been documented in the general vicinity of the project site (see Table 1). All 19 species are considered absent from or unlikely to occur on the project site due to an absence of suitable habitat and/or soils, the site's being situated outside of the species' distribution, or a combination thereof. The project is not expected to adversely affect these species, either directly or indirectly, and impacts are considered less than significant under CEQA.

Mitigation. No mitigation is warranted.

4.2.2 Project Impacts to Special Status Animal Species Absent from or Unlikely to Occur on the Project Site

Potential Impacts. Eighteen special status animal species have been documented in the general vicinity of the project site, or are known to occur regionally (Table 1). Of these, 13 are considered

absent from or unlikely to occur on the site due to the absence of suitable habitat, the site's urban setting and other landscape factors, and/or the site's being situated outside of the species' known distribution. These comprise the Crotch bumblebee (*Bombus crotchii*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), California tiger salamander (*Ambystoma californiense*), western spadefoot (*Spea hammondii*), western pond turtle (*Actinemys marmorata*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*), San Joaquin kit fox (*Vulpes macrotis mutica*), northern California legless lizard (*Anniella pulchra*), burrowing owl (*Athene cunicularia*), and American badger (*Taxidea taxus*). Because these species have no appreciable potential to occur on site, they are not expected to be affected by the project, directly or indirectly. Project impacts are considered less than significant under CEQA.

Mitigation. Mitigation measures are not warranted.

4.2.3 Project Impacts to Special Status Animal Species that Would Use the Site for Foraging Only

Potential Impacts. Three special status animal species, the Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), and western mastiff bat (*Eumops perotis* ssp. *californicus*), have the potential to forage on the site from time to time but would not utilize the site or immediately adjacent lands for breeding, roosting, or other activities in which they would be vulnerable to construction-related injury, mortality, or disturbance (see Table 1). Individuals of these species are unlikely to be injured or killed by construction activities because they are highly mobile while foraging and would be expected to simply avoid active work areas.

The project would not adversely affect any of these species through loss of foraging habitat. The site does not offer unique habitat for any of these species, nor is it likely to represent an important part of any individual foraging range, given its disturbed nature and urban setting. Similar and higher quality habitats are abundant in the project vicinity and elsewhere in the region. For these reasons, impacts to the Swainson's hawk, tricolored blackbird, and western mastiff bat are considered less than significant under CEQA.

Mitigation. Mitigation is not warranted.

4.2.4 Project Impacts to Wildlife Movement Corridors

Potential Impacts. As discussed, Packwood Creek adjacent to the site may facilitate some wildlife movement through the surrounding matrix of urban uses, but is unlikely to function as a regionally important movement corridor due to its disturbed nature and limited vegetative cover, and because it does not interconnect blocks of natural land or other high-value wildlife areas. Wildlife utilizing this corridor would presumably already tolerate a fairly high level of anthropogenic disturbance, and are not expected to be substantially affected by commercial buildout of the project site. Project impacts to wildlife movement corridors are considered less than significant under CEQA.

Mitigation. Mitigation is not warranted.

4.2.5 Project Impacts to Sensitive Natural Communities and Critical Habitat

Potential Impacts. The project site does not contain or adjoin any sensitive natural communities or designated critical habitat. There will be no impact to such resources.

Mitigation. Mitigation is not warranted.

4.2.6 Project Impacts to Jurisdictional Waters

Potential Impacts. As discussed, the project site does not contain any aquatic features. There will be no impacts to jurisdictional waters associated with proposed residential buildout.

Mitigation. Mitigation is not warranted.

4.2.7 Consistency with Local Policies and Ordinances

Potential Impacts. The project appears consistent with Visalia General Plan policies related to biological resources. It is assumed that project-related tree removal will be carried out in accordance with the City's oak tree ordinance and associated mitigation policy.

Mitigation. Mitigation measures are not warranted.

4.2.8 Consistency with Habitat Conservation Plans and Natural Community Conservation Plans

Potential Impacts. There are no known HCPs or NCCPs that would apply to the project.

Mitigation. Mitigation measures are not warranted.

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APPENDIX A: VASCULAR PLANT LIST

APPENDIX A
VASCULAR PLANTS OF THE PROJECT SITE

The plants listed below were observed on the project site during LOA's September 25, 2024 survey. The wetland indicator status of each plant, derived from the USACE-administered National Wetland Plant List for the Arid West Region, has been shown following its common name if available.

OBL - Obligate
FACW - Facultative Wetland
FAC - Facultative
FACU - Facultative Upland
UPL - Upland

AMARANTHACEAE — Amaranth Family		
Amaranthus albus		
Salsola tragus	Russian thistle	FACU
ASTERACEAE – Sunflower Family		
Erigeron canadensis	Canadian Horseweed	FACU
Helianthus annuus	Common Sunflower	FACU
Lactuca serriola	Prickly Lettuce	FACU
BORAGINACEAE- Borage Family		
Amsinckia sp.	Fiddleneck	UPL
CHENOPODIACEAE—Goosefoot Family		
Salsola tragus	Russian Thistle	FACU
FAGACEAE –Oak Family		
Quercus lobata	Valley Oak	FACU
MALVACEAE—Mallow Family		
Malva parviflora	Cheeseweed	UPL
MELIACEAE – Mahogany Family		
Melia azedarach	Chinaberry	UPL
POACEAE – Grass Family		
Avena sp.	Wild Oats	UPL
Bromus diandrus	Ripgut Brome	UPL
Cynodon dactylon	Bermudagrass	FACU
Hordeum murinum	Foxtail Barley	FACU
POLYGONACEAE – Smartweed Family		
Polygonum aviculare	Prostrate Knotweed	FAC
ZYGOPHYLLACEAE—Creosota-bush Family		
Tribulus terrestris	Puncturevine	UPL

APPENDIX B: TERRESTRIAL VERTEBRATE SPECIES THAT POTENTIALLY OCCUR ON THE PROJECT SITE

APPENDIX B
TERRESTRIAL VERTEBRATE SPECIES THAT POTENTIALLY OCCUR ON THE PROJECT SITE

The species listed below are those that may be expected to routinely and predictably use or pass through the project site during some or all of the year. An asterisk denotes a species observed on or immediately adjacent to the site during LOA's September 25, 2024 field survey.

CLASS: AMPHIBIA
ORDER: ANURA (Frogs and Toads)
FAMILY: BUFONIDAE (True Toads)
Western Toad (*Bufo boreas*)
FAMILY: HYLIDAE (Treefrogs and Relatives)
Pacific Tree Frog (*Pseudacris regilla*)
CLASS: REPTILIA
ORDER: SQUAMATA (Lizards and Snakes)
SUBORDER: SAURIA (Lizards)
FAMILY: PHRYNOSOMATIDAE
Side-blotched Lizard (*Uta stansburiana*)
*Western Fence Lizard (*Sceloporus occidentalis*)
FAMILY: TEIIDAE (Whiptails and relatives)
Western Whiptail (*Cnemidophorus tigris*)
SUBORDER: SERPENTES (Snakes)
FAMILY: COLUBRIDAE (Colubrids)
Pacific Gopher Snake (*Pituophis catenifer catenifer*)
Common Kingsnake (*Lampropeltis californiae*)
FAMILY: VIPERIDAE (Vipers)
Western Rattlesnake (*Crotalus viridis*)

CLASS: AVES
ORDER: CICONIIFORMES (Herons, Storks, Ibises and Relatives)
FAMILY: ARDEIDAE (Bitterns, Herons, and Egrets)
Great Blue Heron (*Ardea herodi*as)
Great Egret (*Ardea alba*)
FAMILY: CATHARTIDAE (New World Vultures)
Turkey Vulture (*Cathartes aura*)
ORDER: FALCONIFORMES (Vultures, Hawks, and Falcons)
FAMILY: ACCIPITRIDAE (Hawks, Old World Vultures, and Harriers)
Red-tailed Hawk (*Buteo jamaicensis*)
Red-shouldered Hawk (*Buteo lineatus*)
FAMILY: FALCONIDAE (Caracaras and Falcons)
American Kestrel (*Falco sparverius*)
ORDER: GALLIFORMES (Megapodes, Currassows, Pheasants, and Relatives)
FAMILY: ODONTOPHORIDAE (New World Quails)
California Quail (*Callipepla californica*)
ORDER: CHARADRIIFORMES (Shorebirds, Gulls, and relatives)
FAMILY: CHARADRIIDAE (Plovers and relatives)

Killdeer (*Charadrius vociferus*)

ORDER: COLUMBIFORMES (Pigeons and Doves)

FAMILY: COLUMBIDAE (Pigeons and Doves)

Rock Pigeon (*Columba livia*)

*Mourning Dove (*Zenaida macroura*)

Eurasian Collared Dove (*Streptopelia decaocto*)

ORDER: STRIGIFORMES (Owls)

FAMILY: TYTONIDAE (Barn Owls)

Barn Owl (*Tyto alba*)

FAMILY: STRIGIDAE (Typical Owls)

Great Horned Owl (*Bubo virginianus*)

ORDER: PICIFORMES (Woodpeckers and relatives)

FAMILY: PICIDAE (Woodpeckers)

Northern Flicker (*Colaptes auratus*)

*Nuttall's Woodpecker (*Picoides nuttallii*)

ORDER: APODIFORMES (Swifts and Hummingbirds)

FAMILY: TROCHILIDAE (Hummingbirds)

Black-chinned Hummingbird (*Archilochus alexandri*)

Anna's Hummingbird (*Calypte anna*)

ORDER: PASSERIFORMES (Perching Birds)

FAMILY: TYRANNIDAE (Tyrant Flycatchers)

Black Phoebe (*Sayornis nigricans*)

Say's Phoebe (*Sayornis saya*)

Western Kingbird (*Tyrannus verticalis*)

FAMILY: CORVIDAE (Jays, Magpies, and Crows)

*California Scrub Jay (*Aphelocoma coerulescens*)

American Crow (*Corvus brachyrhynchos*)

Common Raven (*Corvus corax*)

FAMILY: ALAUDIDAE (Larks)

Horned Lark (*Eremophila alpestris*)

FAMILY: HIRUNDINIDAE (Swallows)

Cliff Swallow (*Petrochelidon pyrrhonota*)

Barn Swallow (*Hirundo rustica*)

Northern Rough-winged Swallow (*Stelgidopteryx serripennis*)

FAMILY: AEGITHALIDAE (Bushtits)

Bushtit (*Psaltriparus minimus*)

FAMILY: TROGLODYTIDAE (Wrens)

House Wren (*Troglodytes aedon*)

FAMILY: REGULIDAE (Kinglets)

Ruby-crowned Kinglet (*Regulus calendula*)

FAMILY: TURDIDAE (Thrushes)

Western Bluebird (*Sialia mexicana*)

American Robin (*Turdus migratorius*)

FAMILY: MIMIDAE (Mockingbirds and Thrashers)

Northern Mockingbird (*Mimus polyglottos*)

FAMILY: PARULIDAE (Wood Warblers and Relatives)

*Yellow-rumped Warbler (*Dendroica coronata*)

FAMILY: STURNIDAE (Starlings and Allies)

*European Starling (*Sturnus vulgaris*)

FAMILY: MOTACILLIDAE (Wagtails and Pipits)

American Pipit (*Anthus rubrescens*)

FAMILY: EMBERIZIDAE (Sparrows)

Savannah Sparrow (*Passerculus sandwichensis*)

White-crowned Sparrow (*Zonotrichia leucophrys*)

Golden-crowned Sparrow (*Zonotrichia atricapilla*)

FAMILY: ICTERIDAE (Blackbirds, Orioles and Allies)

Western Meadowlark (*Sturnella neglecta*)

Red-winged Blackbird (*Agelaius phoeniceus*)

Great-tailed Grackle (*Quiscalus mexicanus*)

Brewer's Blackbird (*Euphagus cyanocephalus*)

Brown-headed Cowbird (*Molothrus ater*)

Bullock's Oriole (*Icterus bullockii*)

FAMILY: FRINGILLIDAE (Finches)

*House Finch (*Carpodacus mexicanus*)

Lesser Goldfinch (*Carduelis psaltria*)

FAMILY: PASSERIDAE (Old World Sparrows)

House Sparrow (*Passer domesticus*)

CLASS: MAMMALIA

ORDER: DIDELPHIMORPHIA (Marsupials)

FAMILY: DIDELPHIDAE (Opossums)

Virginia Opossum (*Didelphis virginiana*)

ORDER: INSECTIVORA (Shrews and Moles)

FAMILY: TALPIDAE (Moles)

Broad-footed Mole (*Scapanus latimanus*)

ORDER: CHIROPTERA (Bats)

FAMILY: VESPERTILIONIDAE (Vespertilionid Bats)

Yuma Myotis (*Myotis yumanensis*)

California Myotis (*Myotis californicus*)

Western Pipistrelle (*Pipistrellus hesperus*)

Big Brown Bat (*Eptesicus fuscus*)

Pale Big-eared Bat (*Corynorhinus townsendii pallescens*)

FAMILY: MOLOSSIDAE (Free-tailed Bat)

Brazilian Free-tailed Bat (*Tadarida brasiliensis*)

ORDER: LAGOMORPHA (Rabbits, Hares, and Pikas)

FAMILY: LEPORIDAE (Rabbits and Hares)

Audubon's Cottontail (*Sylvilagus audubonii*)

ORDER: RODENTIA (Rodents)

FAMILY: SCIURIDAE (Squirrels, Chipmunks, and Marmots)

*California Ground Squirrel (*Otospermophilus beecheyi*)

FAMILY: GEOMYIDAE (Pocket Gophers)

*Botta's Pocket Gopher (*Thomomys bottae*)

FAMILY: MURIDAE (Mice, Rats and Voles)

Western Harvest Mouse (*Reithrodontomys megalotis*)
Deer Mouse (*Peromyscus maniculatus*)
Norway Rat (*Rattus norvegicus*)
House Mouse (*Mus musculus*)
California Vole (*Microtus californicus*)

FAMILY: HETEROMYIDAE (Kangaroo Rats)

Heermann's Kangaroo Rat (*Dipodomys heermanni*)

ORDER: CARNIVORA (Carnivores)

FAMILY: CANIDAE (Foxes, Wolves, and Relatives)

Red Fox (*Vulpes vulpes*)
Coyote (*Canis latrans*)
Domestic Dog (*Canis familiaris*)

FAMILY: PROCYONIDAE (Raccoons and Relatives)

Raccoon (*Procyon lotor*)

FAMILY: MUSTELIDAE (Weasels and Relatives)

Striped Skunk (*Mephitis mephitis*)

FAMILY: FELIDAE (Cats)

Feral Cat (*Felis cattus*)

APPENDIX C: REPRESENTATIVE PHOTOS OF THE PROJECT SITE

Photo 1 (above). Facing south along the project site's Lovers Lane frontage, toward adjacent off-site gas station. **Photo 2 (below).** Facing west along the project site's Walnut Avenue frontage. Small chinaberry tree visible in foreground.

Photo 3 (above). The project site's ruderal field and one of four on-site valley oak trees. **Photo 4 (below).** Largest of the site's valley oak trees.

Photo 5 (above). Off-site urban greenway along Packwood Creek. Packwood Creek is visible at left and project site at right. An approximately 35-foot-wide strip of land at the project site's interface with the urban greenway will be dedicated to the City of Visalia.

Phase I Cultural Resources Assessment for The Hub Commercial Development Project, City of Visalia, Tulare County, California

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USGS Visalia 7.5' topographic quadrangle
8.87-acre project boundary; intensive pedestrian survey
Keywords: Negative Findings

MANAGEMENT SUMMARY

Taylored Archaeology completed a Phase I Cultural Resources Assessment for The Hub Commercial Development Project (Project). The Project consists of an 8.87-acre property in Visalia, Tulare County, California at the northwest corner of East Walnut Avenue and South Lovers Lane. The Project proposes to zone and develop the property into a series of commercial stores, offices with associated parking, infrastructure, and landscaping. The Project is subject to the California Environmental Quality Act (CEQA).

This Phase I Cultural Resources Assessment in compliance with CEQA requirements, entails (1) a records search from the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS), (2) archival research, (3) a search of the Native American Heritage Commission's (NAHC) Sacred Lands File, a request for Native American local contact information, and nongovernmental Native American outreach; and (4) an archaeological pedestrian survey of the Project boundary.

The records search results at the SSJVIC identified two prior cultural resources studies and no cultural resources recorded within the Project area. Further review of these studies showed that neither one covered the Project site. The SSJVIC reported four prior cultural resources studies and five historic-era cultural resources within a 0.5-mile buffer. These resources do not intersect the Project boundary.

The NAHC's Sacred Lands File search yielded negative results and did not identify sacred places within the Project area. Outreach to local Native American representatives was conducted and did not result in the identification of sacred or special sites with the Project site. No responses were received regarding the proposed Project.

No cultural resources were identified on the ground surface during the pedestrian survey. The absence of cultural material on the ground surface does not, however, preclude the possibility of Project construction unearthing buried archaeological deposits. Therefore, it is recommended cultural resources compliance approval under provisions of CEQA be provided.

Based on the results of this investigation and to ensure there are no potential Project impacts, Taylored Archaeology recommends the following:

- In the event that previously unidentified archaeological remains are encountered during development or ground-moving activities in the Project boundary, 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 site, all work shall be halted in the immediate vicinity 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 database.

CONTENTS

APPENDICIES

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1
INTRODUCTION

Taylored Archaeology performed a Phase I cultural resources assessment for The Hub Commercial Development Project (Project) in the City of Visalia in 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). California Public Resources Code [PRC] 21000 [g] mandates that government agencies consider the impacts of a project on the environment, including cultural resources.

1.1 PROJECT DESCRIPTION AND LOCATION

The Project site is a vacant lot currently zoned for commercial use (C-3), and the proposed Project consists of the zoning and construction of 8.87 acres of commercial development for a total of 362,327 square feet of commercial buildings, parking lots, and associated landscaping.

The Project boundary covers approximately 8.87-acres of vacant land within Tulare County Assessor's Parcel Number 100-370-025 and is in the City of Visalia, California (Figure 1-1). The Project boundary is within Section 33 of Township 18 South, Range 25 East, Mount Diablo Meridian of the Visalia, California 7.5-minute USGS quadrangle (Figure 1-2).

1.2 REGULATORY SETTING

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 California Register of Historical Resources. 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 California Code of Regulations (CCR) Title 14 §15064.5 (a)(3), criteria for listing on the California Register of Historical Resources 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)(2), 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.

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.

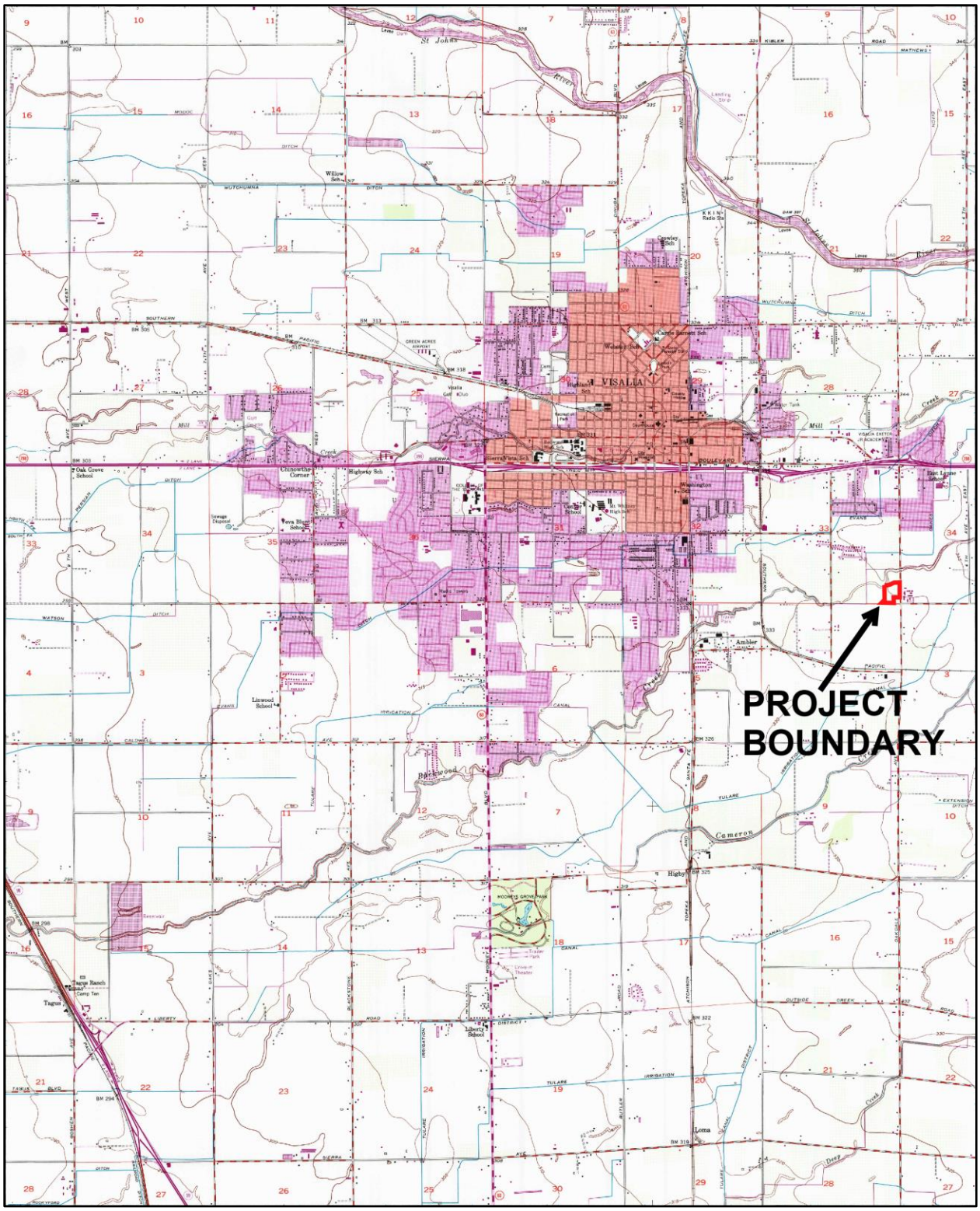

Figure 1-2 Project location on the USGS Visalia, CA 7.5-minute quadrangle.

Figure 1-3 Aerial view of the Project boundary.

1.4 REPORT STRUCTURE

This report documents the results of a cultural resource assessment of the proposed Project area. In order to comply with California regulations for CEQA, 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 and list of interested parties from the Native American Heritage Commission (NAHC) and initiating outreach to local Native American individuals and tribal representatives; (3) conducting an archaeological pedestrian survey, and (4) preparing this technical report.

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 ethnography, and historic background for the Project area and surrounding area. Chapters 3 details the methods used for cultural records searches, 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 Taylored Archaeology's nongovernmental Native American outreach (Appendix C).

2
PROJECT SETTING

2.1 NATURAL ENVIRONMENT

The Project area 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 340 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 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 on a former bank of Packwood Creek, which is a distributary of the Kaweah River (Hammond 1885). 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 general Project location would have been comprised of prairie grasslands with scattered oak tree savannas near the foothills, and riparian forest along the various streams and drainages (Preston 1981).

Riparian environments would also have been present along various waterways, including drainages and marshes. Riparian forest vegetation would have been comprised of multiple layers of dense undergrowth. The upper canopy species would have consisted of Western sycamore (*Platanus racemosa*), willow (*Salix* spp.), valley oak (*Quercus lobata*), and Fremont cottonwood (*Populus fremonti*) (Katibah 1984). Intermediate layers were likely dominated by Oregon ash (*Fraxinus latifolia*), willow (*Salix* spp.), and California box elder (*Acernegundo* subsp. *californicum*), while riparian forest undergrowth would have included California wild grape (*Vitis*

californica), poison oak (*Rhus diversiloba*), California mugwort (*Artemisia douglasiana*), California wild rose (*Rosa californica*), and blackberry (*Rubus* spp.) Drier portions of the southern end of the San Joaquin Valley would have been dominated by saltbrush (*Atriplex* spp.) desert. (Katibah 1984).

The region around the Project site was largely dominated by annual grasslands in drier upland habitat, and riparian forest, rivers and marshland near waterways. Historically, these habitats provided a lush environment for a variety of animals, including rodents, insects, reptiles, birds and other waterfowl, California grizzly bear (*Ursus arctos californicus*), tule elk (*Cervus canadensis nannodes*), pronghorn (*Antilocapra americana*), mule deer (*Odocoileus hemionus*), American 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* spp.), cottonwood (*Populus spp.*), and willow (*Salix* spp.). The introduction of agriculture to the region resulted in large animals being forced out of their habitat. Common land mammals now include coyote (*Canis latrans*), bobcat (*Lynx rufus*), gray fox (*Urocyon cinereoargenteus*), kit fox (*Vulpes macrotis*), and rabbits (*Leporidae* spp.).

Rivers and lakes throughout the valley provide habitat for freshwater fish, including rainbow trout (*Oncorhynchus mykiss*), Sacramento sucker (*Catostomus occidentalis*), and Sacramento perch (*Archoplites interruptus*) (Preston 1981). Chinook salmon (*Oncorhynchus tshawytscha*) were also found throughout the valley, including as far south as the San Joaquin River, and occasionally the Kings River, though it is estimated that chinook salmon have lost as much as 72 percent of their original habitat throughout the Central Valley (Yoshiyama et al. 2001).

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, known as “Pa’ashi” meaning “Big Water” in the Yokut language, 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 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 boundary 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 ethnographic village for this area was *Waitatahulul*, which was approximately 3 miles to the southwest of the Project boundary 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 the city 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 August 27, 2024, 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 and review prior cultural resource studies and previously recorded cultural resources on or near the Project boundary. The records search included prior cultural resources investigation reports conducted, previously recorded resources within the Project boundary and the 0.5- mile radius around the Project boundary (Appendix B). Also included in research were cultural resource records (DPR forms) as well as the Historic Properties Directory of the Office of Historic Preservation list, General Land Office Maps, Archaeological Determinations of Eligibility list, and the California Inventory of Historic Resources list.

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, Map Aerial Locator Tool (MALT) at the Henry Madden Library, California State University, Fresno, books, 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

Taylored Archaeology requested a Sacred Lands File (SLF) search from the NAHC on August 27, 2024. The SLF search was requested to identify whether there are sensitive or sacred tribal cultural resources in the vicinity of the Project boundary that could be affected by the proposed Project. The NAHC also included contact information of local Native American representatives who may have knowledge or interest in sharing information of resources of sacred significance present in or near the Project boundary. Each individual listed was sent a nongovernmental outreach letter and a map were sent via email notifying them of the Project and asking if they had any knowledge of the Project area or surrounding vicinity. Follow-up communication was performed via email and phone calls, as appropriate. The SLF results are in Chapter 4.

3.4 ARCHAEOLOGICAL PEDESTRIAN SURVEY

On September 14, 2024, Archaeologist Consuelo Sauls conducted an archaeological pedestrian survey of the 8.87-acre Project site. The survey began in the southeast corner of the Project boundary and was completed from east to west along transects oriented south to north using parallel transects spaced 5 meters apart in most of the Project boundary. All areas of the Project boundary were accessible and surveyed. The archaeologist carefully inspected all exposed

ground surface and rodent burrow back-dirt piles and other areas of bare earth for soil discoloration that could indicate the presence of artifacts (e.g., lithics and ceramic sherds), soil depressions, and features indicating of the former presence of buildings or structures (e.g., postholes and foundations). The Project boundary was checked for both prehistoric deposits and historic-age features, structures, and artifacts more than 50 years old that may be present on the ground surface. The archaeologist photographed portions of the Project site using digital camera. A survey plan map of the site boundary was used to see vegetation, structures, map out transects and surveyed, and recorded observations on field notes, and collected locational data on a Gaia Global Positioning System application.

4
RESULTS

4.1 RECORDS SEARCH

The SSJVIC provided the records search results in a letter dated September 9, 2024 (Appendix B). According to the search results, two prior cultural resource studies were conducted within the Project area (Table 4-1). Further review of these studies showed that neither one covered the Project site. TU-00041 is an archaeological field survey and report for a proposed pipeline corridor which in the local area only surveyed along the State Route 99 corridor, approximately 7 miles west of the Project site. TU-01190 is a historical account of the Mariposa War of 1850-1851 and is not pertinent to this Project area. In addition, four previous cultural resources studies were within a 0.5-mile radius of the Project boundary as depicted in Table 4-2. None of these studies intersected the Project boundary.

The SSJVIC reported there were no cultural resources previously documented within the Project area. Five cultural resources were recorded within a 0.5-mile radius of the Project boundary (Table 4-3). These resources are historic-era resources and they do not intersect the Project boundary.

Table 4-1
Previous Cultural Resources Studies within the Project Area

Report Number	Author(s)	Date	Report Title	Study
TU-00041	William Self	1995	Class I Overview, Santa Fe Pacific Pipeline Partners, L.P., Proposed Concord to Colton Pipeline Project	Archaeological Field Survey (Survey was two miles west of Project area.)
TU-01190	Annie R. Mitchell	1957	Jim Savage and the Tulareño Indians	Book (No survey of Project area.)

Table 4-2
Previous Cultural Resources Studies within 0.5-mile of the Project Area

Report Number	Author(s)	Date	Report Title	Study
TU-00214	R.J. Cantwell	1978	Archaeological and Historical Survey Report for Road 137 (Pinkham) from D-136 (K Road) to Avenue 295, Tulare County, California	Archaeological and Architectural/Historical Field Survey

Report Number	Author(s)	Date	Report Title	Study
TU-01166	Adrianna L. Jackson	2002	Cultural Resource Assessment for Telecommunications Facility VIS-017-C (Cars-4U), 1147 South Lover's Lane, Visalia, Tulare County, California	Archaeological and Architectural/Historical Field Survey
TU-01936	Consuelo Y. Sauls	2022	Phase I Cultural Resources Assessment for the Higgin's Ranch Annexation and Tentative Subdivision Map Project, City of Visalia, Tulare County, California	Archaeological and Architectural/Historical Field Survey
TU-01966	Peter A. Carey, David S. Whitley and Robert Azpitarte	2022	Phase I Survey, Pearl Woods Subdivision Project, Tulare County, California	Archaeological and Architectural/Historical Field Study

Table 4-3
Previously Recorded Cultural Resources within 0.5-mile radius of the Project Area

Resource Number	Age Association	Resource Type	Resource Description	Year Recorded	Distance from Project Boundary
P-54-002179	Historic	Structure	Evans Ditch and Mill Creek Levees	2017 (Applied Earthworks)	0.5 miles north
P-54-004626	Historic	Structure	Southern Pacific Railroad	2020 (ASM Affiliates)	0.48 miles south
P-54-005290	Historic	Structure	Oakes Ditch and Mill Creek Water Company	2017 (Applied Earthworks)	0.22 miles north
P-54-005296	Historic	Structure	Tulare Irrigation Canal	2022 (Karana Hattersley-Drayton)	0.4 miles southeast
CHL 471	Historic	Monument	Butterfield Stage Route – A plaque placed by the California State Park Commission in Cooperation with the Tulare County Historical Society	Unknown	Within 0.5 miles, exact location unknown.

4.2 ARCHIVAL RESEARCH

A review of historical aerial photographs of the Project site and its surrounding area through MALT showed it has been utilized for agricultural purposes since at least 1885. Available historic map coverage of the Project site begins in 1885. A review of an 1885 irrigation map of the Visalia area shows the Project site as owned by a "Cutler" with the northwestern portion of the Project site crossed by Packwood Creek (Hammond 1885). A more detailed survey map of Tulare County from 1892 shows the site as owned by a "G.W. Small" with Packwood Creek crossing the site similar to the 1885 irrigation map (Thompson 1892). The next available historical map of the Project site is a 1927 USGS topographic map, which depicts the site by an unnamed dirt road to the east with the same alignment as present-day South Lovers Lane and bordered to the south by an unnamed dirt road in the same alignment as present-day East Walnut Avenue, and finally with the northwestern portion of the site intersected by Packwood Creek (USGS 1927, Figure 4-1).

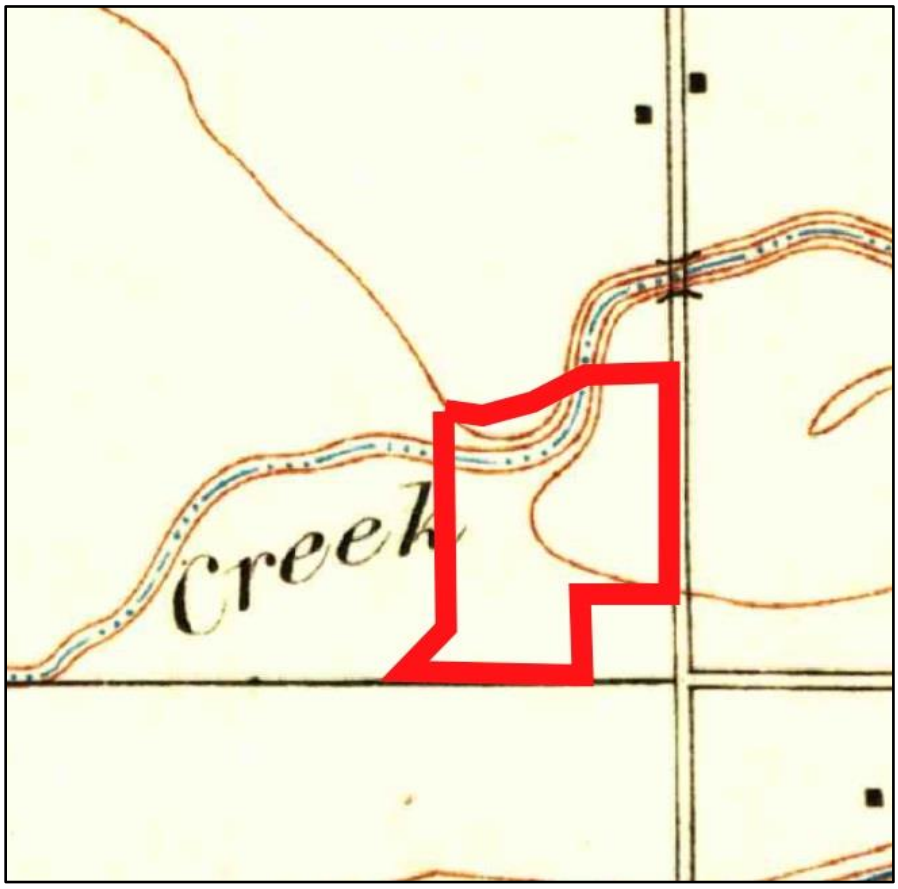

Figure 4-1 1927 topo map showing Packwood Creek, Project site in red (USGS 1927)

The Project site is shown in a similar manner in the 1949 topographic map, and by 1969 Packwood Creek appears to have been realigned outside of the Project site similar to its present-day alignment (USGS 1949, 1969). Topographic maps from 2012 to 2021 show increased suburban

development surrounding the Project site, especially to the north, west, and south (USGS 2012-2021).

Available historic aerial photograph coverage of the Project site began in 1946 with historic aerial photographs by the United State Agricultural Adjustment Administration (USAAA), which depicts the Project site in similar configuration to the 1949 USGS topographic map (USAAA 1946, Figure 4-2). A historic aerial photograph from 1956 shows the Packwood Creek as having been realigned similar to the 1969 topographic map (NETROnline 2024). By 1969 the California Department of Forestry and Fire Protection - Visalia Station appears to have been developed east of the Project site across South Lovers Lane, and by 1984 residential development appears to have been constructed to the west of the Project site (NETROnline 2024). In a 1994 aerial photograph the residential development south of the Project site appears to be in the initial stages of construction and by 2003 a fuel station appears to have been constructed adjacent to the southeast (Google Earth 2024). Finally in 2022, a bike trail was constructed adjacent to the west of the Project site and in 2023 the orchard appears to have been removed (Google Earth 2024). Based on available historic aerial coverage, the Project site appears to have been utilized as an orchard from at least 1946 to 2023, and the area surrounding the Project site has been slowly transitioning from agricultural to single-family suburban use since 1984 (NETROnline 2024, Google Earth 2024).

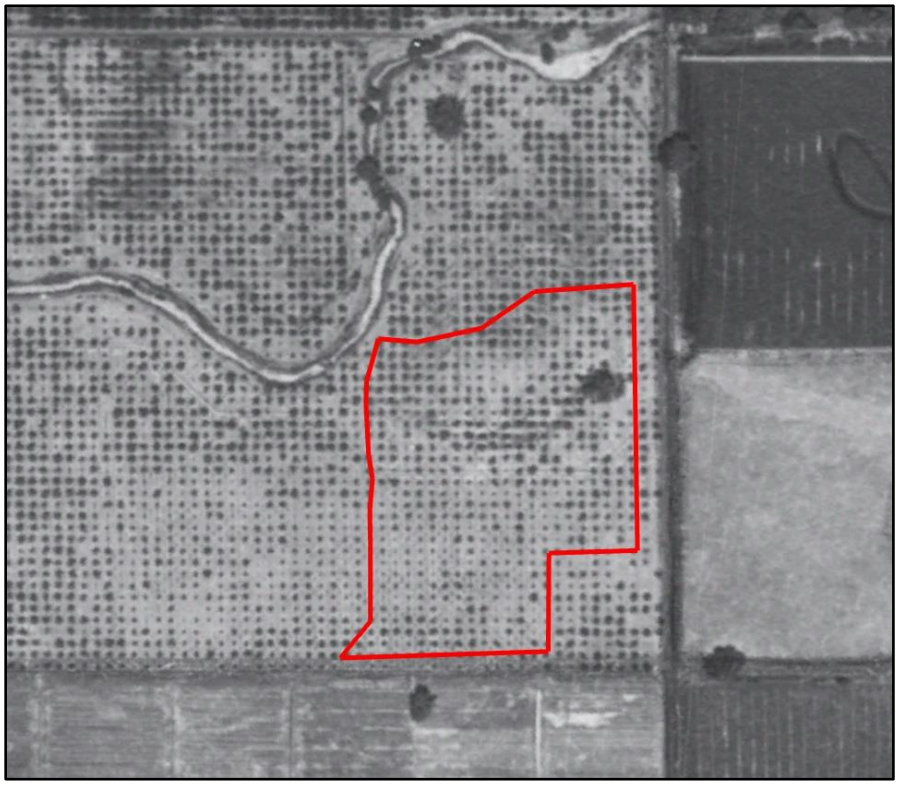

Figure 4-2 1946 aerial photograph showing Packwood Creek, Project site in red (USAAA 1946)

4.3 NATIVE AMERICAN OUTREACH

The NAHC responded on August 29, 2024, via email with a letter regarding Taylored Archaeology's request. The SLF search did not identify the presence of tribal cultural resources in the proposed Project boundary. The NAHC supplied a list of Native American representatives to contact for information or knowledge of cultural resources in the Project site and the surrounding area (Appendix C).

The following Native American organizations/individuals were contacted from the list provided by NAHC below:

1. Chairperson Robert Ledger of Dumna Wo-Wah Tribal Government
2. Chairperson Delia Dominguez of the Kitanemuk & Yowlumne Tejon Indians
3. Cultural Specialist I Nichole Escalon of the Santa Rosa Rancheria Tachi Yokut Tribe
4. Tribal Historic Preservation Officer Shana Powers of the Santa Rosa Rancheria Tachi Yokut Tribe
5. Cultural Specialist II Samantha McCarty of the Santa Rosa Rancheria Tachi Yokut Tribe
6. Chairperson Michelle Heredia-Cordova of Table Mountain Rancheria
7. Cultural Resource Director Bob Pennell of Table Mountain Rancheria
8. Chairperson David Alvarez of Traditional Choinumni Tribe
9. Environmental Department Director Kerri Vera of the Tule River Tribe
10. Tribal Archaeologist Joey Garfield of the Tule River Indian Tribe
11. Chairperson Neil Peyron of the Tule River Indian Tribe
12. Chairperson Kenneth Woodrow of the Wuksache Indian Tribe/Eshom Valley Band

The NAHC Native American Contact List included the following individuals for the Santa Rosa Rancheria Tachi Yokut Tribe: Cultural Specialist I Nichole Escalon, Tribal Historic Preservation Officer Shana Powers, and Cultural Specialist II Samantha McCarty. Per a September 13, 2024, from Samantha McCarty, Nichole Escalon has been designated by Tribal Council as the new Tribal Historic Preservation Officer and Shana Powers no longer works for the tribe.

The outreach letters were sent via email to each individual on the contact list on September 17, 2024 (Appendix C). The letters included a description of the proposed Project and a topographic and aerial map of the location. Follow-up emails were sent on September 26, 2024. As of the date of this report, no responses have been received.

4.4 ARCHAEOLOGICAL SURVEY RESULTS

The landscape on the Project site consisted of open field (Figure 4-3). The oak tree in Figure 4-3 appears to be the same oak tree seen in the 1946 aerial photograph previously shown in Figure 4-2. As mentioned in Section 4.2, the project site was a former orchard previously removed in 2023. Most of the site within the Project boundary was disked and plowed.

Overall, the ground visibility within the Project boundary was mostly good (95 to 100 percent) (Figure 4-4). Rodent burrows and any related soil piles were closely observed for lithic scatters or for indications of buried deposits. Surface sediments were observed to be light brown sandy loam with abundant silt with many angular shaped pebbles and gravel. Soils observed consisted of a light brown sandy loam consistent throughout the Project site.

No other archaeological sites, isolated artifacts, buildings or features were encountered on the ground surface during the pedestrian survey. The natural topography of the area has been altered by historical and modern agricultural practices and much of the land on the Project site has been graded, plowed, planted and/or harvested, which has caused additional disturbance to the soil. While past agricultural and development activities may have potentially destroyed or obscured ground surface evidence of archaeological resources within the Project site, intact archaeological resources may potentially exist below the ground surface.

Figure 4-3 Overview of project site, facing north.

Figure 4-4 Overview of ground visibility in southern portion of project site, facing east.

5
SUMMARY AND RECOMMENDATION

Taylored Archaeology performed a Phase I Cultural Resources Assessment for The Hub Commercial Development Project. The Project proposes the zoning and construction of 8.87 acres of commercial development for a total of 362,327 square feet of commercial buildings, parking lots, and associated landscaping. Taylored Archaeology's assessment consisted of a records search from the SSJVIC, archival research to gather background information on the site, nongovernmental Native American outreach, and a pedestrian survey. No cultural resources were identified on the ground surface within the Project boundary. Furthermore, an examination of historical topographic maps and aerial images indicates that the Project site has largely been used for agricultural purposes and was located adjacent to a former channel of Packwood Creek. The absence of cultural material on the ground surface does not, however, preclude the possibility of Project construction unearthing buried archaeological deposits.

The records search results at the SSJVIC identified two prior cultural resources studies and no cultural resources recorded within the Project area. Further review of these studies showed that neither one covered the Project site. The SSJVIC reported four prior cultural resources studies and five historic-era cultural resources within a 0.5-mile radius. These resources do not intersect the Project boundary.

A search of the NAHC's Sacred Lands File was negative and did not result in the identification of sacred places within the Project area. Outreach to local Native American representatives did not result in the identification of sacred or special sites with the Project site. Finally, the pedestrian survey did not identify any cultural resources on the ground surface within the Project site.

Based on the results of this investigation Taylored Archaeology recommends the following:

- In the event that previously unidentified archaeological remains are encountered during development or ground-moving activities in the Project boundary, 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 site, all work shall be halted in the immediate vicinity 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
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559.797.1572

Areas of Expertise

- Cultural Resource Management
- CEQA and Federal regulations
- Prehistoric Archaeology
- Laboratory Management
- Technical Writing
- Phase I Assessments

Years of Experience

- 16

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 –Present 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, University of Pennsylvania Museum of Archaeology and Anthropology, Philadelphia, Pennsylvania

2008 – 2009 Laboratory Technician, 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

9/9/2024

Consuelo Sauls
Taylored Archaeology
6083 N. Figarden Drive, Suite 616
Fresno, CA 93722

Re: The Hub
Records Search File No.: 24-401

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on Visalia USGS 7.5' quads. 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-54-002179, 004626, 005290, 005296; Informal: CHL-471
Reports within project area:	TU-00041, 01190
Reports within 0.5 mile radius:	TU-00214, 01166, 01936, 01966

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 https://livingatlas.arcgis.com/topomapexplorer

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,

Jeremy E David
Assistant Coordinator

APPENDIX C

Native American Outreach

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710

August 29, 2024

Consuelo Sauls
Taylored Archaeology

Via Email to: ***csaulsarchaeo@gmail.com***

Re: The Hub 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
8/29/2024

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Tulare	Dumna Wo-Wah Tribal Government	N	Robert Ledger, Chairperson	2191 West Pico Ave. Fresno, CA, 93705	(559) 540-6346		ledgerrobert@ymail.com	Foothill Yokut Mono	Fresno,Kern,Madera,Tulare	
	Kitanemuk & Yowlumne Tejon Indians	N	Delia Dominguez, Chairperson	115 Radio Street Bakersfield, CA,	(626) 339-6785		2deedominguez@gmail.com	Kitanemuk Southern Valley Yokut	Fresno,Kern,Kings,Los Angeles,Madera,Monterey,San Benito,San Luis Obispo,Tulare	
	Santa Rosa Rancheria Tachi Yokut Tribe	F	Nichole Escalon, Cultural Specialist I	P.O. Box 8 Lemoore, CA, 93245	(559) 924-1278		nescalone@tachi-yokut-nsn.gov	Southern Valley Yokut	Fresno,Kern,Kings,Merced,Monterey, San Benito,San Luis Obispo,Tulare	10/3/2023
	Santa Rosa Rancheria Tachi Yokut Tribe	F	Shana Powers, THPO	P.O. Box 8 Lemoore, CA, 93245	(559) 423-3900		spowers@tachi-yokut-nsn.gov	Southern Valley Yokut	Fresno,Kern,Kings,Merced,Monterey, San Benito,San Luis Obispo,Tulare	10/3/2023
	Santa Rosa Rancheria Tachi Yokut Tribe	F	Samantha McCarty, Cultural Specialist II	P.O. Box 8 Lemoore, CA, 93245	(559) 633-3440		smccarty@tachi-yokut-nsn.gov	Southern Valley Yokut	Fresno,Kern,Kings,Merced,Monterey, San Benito,San Luis Obispo,Tulare	10/3/2023
	Table Mountain Rancheria	F	Michelle Heredia-Cordova, Chairperson	P.O. Box 410 Friant, CA, 93626	(559) 822-2587	(559) 822-2693	mhcordova@tmr.org	Yokut	Fresno,Kern,Kings,Madera,Monterey, San Benito,San Luis Obispo,Tulare	12/21/2023
	Table Mountain Rancheria	F	Bob Pennell, Cultural Resource Director	P.O. Box 410 Friant, CA, 93626	(559) 325-0351	(559) 325-0394	rpennell@tmr.org	Yokut	Fresno,Kern,Kings,Madera,Monterey, San Benito,San Luis Obispo,Tulare	
	Traditional Choinumni Tribe	N	David Alvarez, Chairperson	2415 E. Houston Avenue Fresno, CA, 93720	(559) 217-0396	(559) 292-5057	davealvarez@sbcglobal.net	Foothill Yokut	Fresno,Kern,Madera,Tulare	
	Tule River Indian Tribe	F	Kerri Vera, Environmental Department	P. O. Box 589 Porterville, CA, 93258	(559) 783-8892	(559) 783-8932	kerri.vera@tulerivertribe-nsn.gov	Yokut	Alameda,Amador,Calaveras,Contra Costa,Fresno,Inyo,Kern,Kings,Madera,Mariposa,Merced,Monterey,Sacramento,San Benito,San Joaquin,San Luis Obispo,Stanislaus,Tulare,Tuolumne	7/22/2016
	Tule River Indian Tribe	F	Joey Garfield, Tribal Archaeologist	P. O. Box 589 Porterville, CA, 93258	(559) 783-8892	(559) 783-8932	joey.garfield@tulerivertribe-nsn.gov	Yokut	Alameda,Amador,Calaveras,Contra Costa,Fresno,Inyo,Kern,Kings,Madera,Mariposa,Merced,Monterey,Sacramento,San Benito,San Joaquin,San Luis Obispo,Stanislaus,Tulare,Tuolumne	7/22/2016
	Tule River Indian Tribe	F	Neil Peyron, Chairperson	P.O. Box 589 Porterville, CA, 93258	(559) 781-4271	(559) 781-4610	neil.peyron@tulerivertribe-nsn.gov	Yokut	Alameda,Amador,Calaveras,Contra Costa,Fresno,Inyo,Kern,Kings,Madera,Mariposa,Merced,Monterey,Sacramento,San Benito,San Joaquin,San Luis Obispo,Stanislaus,Tulare,Tuolumne	
	Wuksachi Indian Tribe/Eshom Valley Band	N	Kenneth Woodrow, Chairperson	1179 Rock Haven Ct. Salinas, CA, 93906	(831) 443-9702		kwood8934@aol.com	Foothill Yokut Mono	Alameda,Calaveras,Contra Costa,Fresno,Inyo,Kings,Madera,Marin,Mariposa,Merced,Mono,Monterey,San Benito,San Francisco,San Joaquin,San Mateo,Santa Clara,Santa Cruz,Stanislaus,Tulare,Tuolumne	6/19/2023

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 The Hub Project, Tulare County.

Record: PROJ-2024-004500
Report Type: List of Tribes
Counties: Tulare
NAHC Group: All

Taylored Archaeology

EXAMPLE

September 17, 2024

David Alvarez, Chairperson
Traditional Choinumni Tribe
2415 E. Houston Avenue
Fresno, CA 93720

RE: The Hub Commercial Development Project, Visalia, Tulare County, California

Dear David Alvarez,

Taylored Archaeology, under contract to N & M Capital, LLC, is providing cultural resource services for the proposed The Hub Commercial Development Project (Project) in Visalia, Tulare County, California. The proposed Project will construct a commercial development on approximately 8.87 acres site. The Project site was a former orchard and now an open field. The Project site consists of Assessor's Parcel Number 100-370-025 and is located on the northwest corner of South Lovers Lane and East Walnut Avenue and is south of State Route 198 in the city of Visalia. This project is subject to the California Environmental Quality Act (CEQA). The project boundary is in Section 33, Township 18 South, Range 25 East, Mount Diablo Meridian of the Visalia, California 7.5-minute USGS quadrangle. Please see the attached maps.

A search of the Native American Heritage Commission's (NAHC) Sacred Lands File did not indicate the presence of tribal or cultural resources in the immediate Project area. Taylored Archaeology also requested a records search of the Project boundary at the California Historic Resources Information System (CHRIS), Southern San Joaquin Valley Information Center (SSJVIC) located at the California State University, Bakersfield. The records search results did not identify any recorded cultural resources within the Project site. The CHRIS identified two previously completed survey reports in the Project area, and five within the surrounding 0.5-mile radius. On September 14, 2024, Taylored Archaeology completed an intensive pedestrian survey of the Project boundary to identify and record cultural resources present at the ground surface level. No prehistoric or historic cultural resources were found during the survey on the ground surface.

The NAHC provided your name and address as someone who may have interest in sharing information regarding sacred sites, tribal cultural resources, or other resources of importance in the project area. Please note this outreach letter is research for a cultural resources investigation and is not government-to-government consultation under Assembly Bill 52. Taylored Archaeology understands and takes measures to protect the confidentiality of archaeological site locations, cemeteries, or sacred places, as required by law. Taylored Archaeology will not disclose locational information in any document available to the general public.

6083 N Figarden Dr., Ste. 616, Fresno, CA 93722
559.797.1572 / csaulsarchaeo@gmail.com

If you have information that you would like to share, have questions, or would like more information about the project, please contact me by email at csaulsarchaeo@gmail.com, or send a letter to my attention at 6083 N. Figarden Dr., Ste. 616, Fresno, CA 93722. Any response by October 3, 2024, would be greatly appreciated.

Sincerely,

Consuelo Y. Sauls, M.A., RPA # 41591505
Archaeologist

Native American Outreach Log

The Hub Project, Tulare County, California

Tribe/ Affiliation	Name	Position	Address	Phone Number	Email Address	Letter	E-Mail	Comments
Native American Heritage Commission	Cameron Vela	Culutral Resources Analyst	1550 Harbor Boulevard Suite 100 West Sacramento, California 95691	(916) 373-3710	nahc@nahc.ca.gov		8/27/2024	Taylored Archaeology contacted NAHC on August 27, 2024. In a letter dated August 29, 2024, the NAHC stated that the results were negative and suggested to contact the local Native American representatives on the list provided.
Dumna Wo-Wah Tribal Government	Robert Ledger	Chairperson	2191 West Pico Ave. Fresno, CA, 93705	(559) 540-6346	ledgerrobert@ymail.com	9/17/2024	9/26/2024	Followed up. No response.
Kitanemuk & Yowlumne Tejon Indians	Delia Dominguez	Chairperson	115 Radio Street Bakersfield, CA 93305	(626) 339-6785	2deedominguez@gmail.com	9/17/2024	9/26/2024	Followed up. No response.
Santa Rosa Rancheria Tachi Yokut Tribe	Nichole Escalon	THPO	P.O. Box 8 Lemoore, CA 93245	(559) 423-3900	nescalone@tachi-yokut-nsn.gov	9/17/2024	9/26/2024	Followed up. No response.
Santa Rosa Rancheria Tachi Yokut Tribe	Samantha McCarty	Cultural Specialist II	P.O. Box 8 Lemoore, CA 93245	(559) 633-3440	smccarty@tachi-yokut-nsn.gov	9/17/2024	9/26/2024	Followed up. No response.
Table Mountain Rancheria	Michelle Heredia-Cordova	Chairperson	P.O. Box 410 Friant, CA 93626	(559) 822-2587	mhcordova@tmr.org	9/17/2024	9/26/2024	Followed up. No response.
Table Mountain Rancheria	Bob Pennell	Cultural Resource Direc	P.O. Box 410 Friant, CA, 93626	(559) 325-0351	rpennell@tmr.org	9/17/2024	9/26/2024	Followed up. No response.
Traditional Choinumni Tribe	David Alvarez	Chairperson	2415 E. Houston Avenue Fresno, CA 93720	(559) 217-0396	davealvarez@sbcglobal.net	9/17/2024	9/26/2024	Followed up. No response.
Tule River Indian Tribe	Kerri Vera	Environmental Department Director	P.O. Box 589 Porterville, CA 93258	(559) 783-8892	kerri.vera@tulerivertribe-nsn.gov	9/17/2024	9/26/2024	Followed up. No response.
Tule River Indian Tribe	Joey Garfield	Tribal Archaeologist	P.O. Box 589 Porterville, CA 93258	(559) 783-8892	joey.garfield@tulerivertribe-nsn.gov	9/17/2024	9/26/2024	Followed up. No response.
Tule River Indian Tribe	Neil Peyron	Chairperson	P.O. Box 589 Porterville, CA 93258	(559) 781-4271	neil.peyron@tulrivertribe-nsn.gov	9/17/2024	9/26/2024	Followed up. No response.
Wuksache Indian Tribe/Eshom Valley Band	Kenneth Woodrow	Chairperson	1179 Rock Haven Ct. Salinas, CA 93906	(831) 443-9702	kwood8934@aol.com	9/17/2024	9/26/2024	Followed up. No response.

October 31, 2024
45dB Project 24071

Project & Address:	**Developer:**	**Owner:**
The Hub Marketplace NW Corner of Walnut Avenue and Lovers Lane Visalia, CA 83292	N&M Capital, LLC Attn: Greg Nunley 1878 N. Mooney Blvd, Suite J Tulare, CA 93274	MFI Limited Attn: Andy Mangano 5665 Edna Ranch Circle San Luis Obispo, CA 93401

Summary

45dB Acoustics LLC ("**45dB**") has conducted an acoustical analysis of the proposed commercial development and car wash at the above location in the City of Visalia, CA. This analysis utilizes published traffic counts input into a noise propagation model (SoundPLAN®) along with sound levels for the proposed businesses, which are based upon our professional experience and previous measurements. The potential impact of noise from the project at nearby receiving land uses was evaluated and compared to the existing noise environment.

Existing noise levels were modeled for the site—including the dominant traffic from Lovers Lane and Walnut Ave. The principal noise sources associated with the proposed automatic car wash, drive-through speaker systems, and associated delivery and customer traffic throughout the parking lots were added and compared to the City's Municipal Code and Noise Element exterior noise level limits.

Based on our analysis and assumptions about the noise sources for the proposed Project, mitigation will not be required to comply with the City of Visalia's Municipal Code and Noise Element. We also conclude that the Project will not have a significant noise impact, per the CEQA Guidelines for Noise.

Compliance is dependent upon many factors which include: (1) a car wash system with continuous dryers having an entry noise level less than 81 dBA measured at 10 feet in front of the entrance, and an exit noise level less than 85.5 dBA measured 10 feet from the exit; (2) drive-through loudspeakers with an adjustable volume control system or that doesn't exceed 60dBA at the nearest property line; and (3) no idling delivery or refrigeration trucks on-site.

for 45dB Acoustics, LLC:

Sarah Taubitz, Mem.INCE, ASA
ST@45dB.com

Erin Dugan, INCE Bd. Cert.

Contents

List of Figures

List of Tables

1 Introduction

This sound level assessment is intended to determine the potential noise impacts associated with the proposed commercial development project to be located at the northwest corner of Lovers Lane and Walnut Ave. in Visalia, California. The following topics are presented in this report in response to the City's requirements for stationary noise, as identified by the Municipal Code and Noise Element. The following factors are considered:

- The topographical relationship of potential noise sources and the nearby potential sensitive receptors
- Identification of noise sources and their characteristics, including predicted noise levels at the property lines of nearby residential land uses, considering present and future land usage and terrain
- Basis for the sound level prediction, noise attenuation measures to be applied (if any), and an analysis of the noise propagation considering the physical layout of the built environment
- Noise attenuation measures (mitigation) to be applied, if needed
- Information on fundamentals of noise and vibration to aid in interpreting the report (see Appendix, Section 9)

The Project's location is shown in Figure 11, highlighted in yellow. The site has residential land uses located to the north, south, and west of the site and commercial land uses located to the east (see Figure 22).[1] We have conservatively assumed the undeveloped land directly north of the proposed Project is residential for this analysis.

The site plan, provided by the Client, is shown in Figure 33. The proposed Project will consist of eight (8) commercial businesses and surrounding parking lot, with an 8-ft CMU wall along the west property line, as highlighted in red in Figure 33. Proposed businesses within the project include three food-service businesses (1 coffee shop and 2 restaurants) with drive-through service, four retail businesses, and an automatic car wash. For the purposes of this analysis, we conservatively assumed that the retail businesses and three food-service businesses will operate between 5:00 am and 12:00 am and the car wash will operate between 7:00 am and 7:00 pm. This site plan is slightly modified from the one we analyzed, chiefly that the retail building facing Walnut Avenue is larger; this does not invalidate or materially change our conclusions or results within this report.

2 Regulatory Setting

Noise regulations are addressed by federal, state, and local government agencies, as discussed below. In general, local policies are adaptations of federal and state guidelines, adjusted to prevailing local conditions.

[1] City of Visalia, Planning Division, *Interactive Map.* https://www.visalia.city/depts/community_development/planning/default.asp

2.1 State Regulation

The significance of environmental noise impacts resulting from a proposed project are evaluated based on the California Environmental Quality Act (CEQA) guidelines. Appendix G of the CEQA Guidelines[2] asks the following applicable questions with regard to noise. These will be answered in our Conclusion (Section 7).

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?

2.2 Local Regulation

2.2.1 Municipal Code

2.2.1.1 Noise Ordinance

The City of Visalia Municipal Code Noise Ordinance[3] (Figure 44) provides regulations and guidelines regarding fixed noise sources. It provides exterior (property line) noise level limits at any receiver property line, for sources operating for specified cumulative periods of time within any hour.

For levels such as those emitted from the stationary sources at this project, which include the drive-through menu ordering speakers and an automatic car wash, we conservatively assume sound would be emitted from the project for at least 50% of any full hour—in this case, in fact we have assumed 100% of each operational hour for the car wash. For this, Standard Category No. 1 would apply, which states that the exterior noise level ("L_{eq}") at Residential properties may not exceed 50 dBA during daytime hours (6:00 a.m. – 7:00 p.m.) and 45 dBA during nighttime hours (7:00 p.m. – 6:00 a.m.). For locations where the ambient noise level exceeds the published limits, the allowable levels are adjusted to equal the ambient level.

[2] 2024 CEQA Statutes and Guidelines.
https://www.califaep.org/docs/2024_CEQA_Statute_and_Guidelines_Handbook.pdf
[3] City of Visalia Municipal Code, Section 8.36.040, *Exterior Noise Standards.*
https://codelibrary.amlegal.com/codes/visalia/latest/visalia_ca/0-0-0-26423#JD_Chapter8.36

2.2.1.2 Drive-Thru Lanes

The Municipal Code also provides performance standards for drive-thru lanes[4] and states the following:

> *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.*

We assume the noise levels are to be measured at the nearest property lines for noise-sensitive land-use areas.

2.2.2 Noise Element

The Noise Element included within the City of Visalia General Plan[5] and Draft Environmental Impact Report[6] provides limits for both Transportation and Stationary Noise Sources (Figure 55).

- For **Transportation Noise Sources**, such as the delivery and parking lot vehicles throughout the Project site, the maximum allowed outdoor noise limit for Residential Land Uses is DNL/CNEL 65 dBA.
- For **Stationary Noise Sources**, which include the drive-through menu ordering speakers and an automatic car wash at this Project, the General Plan provides limits for daytime hours (7:00 a.m. – 10:00 p.m.) and nighttime hours (10:00 p.m. – 7:00 a.m.). The maximum allowable daytime hourly L_{eq} is 50 dBA and maximum allowable L_{max} is 70 dBA at the nearest property lines for noise-sensitive land-use areas. The maximum allowable nighttime hourly L_{eq} is 45 dBA and maximum L_{max} is 65 dBA.

The Noise Element recommends that the Noise Ordinance in the Municipal Code be updated to be consistent with the General Plan's Noise Element. Based on this recommendation, we defer to the Noise Element's limits for this Project. *Note: the Visalia Noise Element does not adjust for locations where the existing ambient level exceeds the published limits; for this, we use the Noise Ordinance's criteria where the allowable levels from the project alone are adjusted to equal the ambient level.*

3 Noise Propagation Model

3.1 Sound Modeling Software

SoundPLAN® is a state-of-the-art three-dimensional sound propagation modeling software package that calculates outdoor sound levels while taking into account the air and ground attenuation, terrain variation, existing (and proposed) built environment, road pavement types, and other relevant factors. The software utilizes traffic counts to accurately model/predict the noise levels from local roads and establish an ambient existing noise environment for

[4] City of Visalia Municipal Code, Section 17.32.162, *Drive-Thru Lanes Performance Standards.* https://codelibrary.amlegal.com/codes/visalia/latest/visalia_ca/0-0-0-35097
[5] City of Visalia, Adopted General Plan, Chapter 8, *Safety and Noise Element, Exterior noise standards.* https://www.visalia.city/depts/community_development/planning/gp.asp
[6] City of Visalia, Draft Environmental Impact Report, Chapter 3.10, *Noise.* https://www.visalia.city/depts/community_development/planning/gp.asp

comparison with the modeled noise levels due to the Project's proposed noise-generating sources.

SoundPLAN incorporates the following relevant standards[7] to accurately calculate the propagation of road and outdoor noise sources:

- Federal Highway Administration's Traffic Noise Model TNM 2.0 and 3.0 (See Section 9.5) for roadways
- ISO 9613-2: Engineering method for the prediction of sound pressure levels outdoors (See Section 9.4) for non-transportation sources

See the Appendix for more information on this software and its calculation methods. All sound levels in this report are presented in units of A-weighted decibels, dBA.

3.2 Traffic Noise

Traffic counts for local roads are input into SoundPLAN which, by default, apportions the count into vehicle types including automobiles, medium trucks, and heavy trucks/buses. Traffic counts for Lovers Lane and Walnut Avenue were obtained from the City of Visalia Department of Public Works[8]. The counts (see Table 1) were adjusted to the current year, assuming a 1% per year increase in traffic. SoundPLAN apportions the counts into daytime and nighttime hours, and appropriate vehicle speeds are input in order to predict the outdoor noise levels using the Traffic Noise Model.

Table 1: Traffic Count Data and 2024 Projections

Road	Speed Limit (mph)	Published ADT	Year	Years to Project	2024 AADT Projection with 1% Annual Growth
Walnut Ave (W of Lovers Lane)	50	8,760	2018	6	9,299
Walnut Ave (E of Lovers Lane)	50	9,030	2017	7	9,681
Lovers Lane (S of Walnut)	55	14,180	2018	6	15,052
Lovers Lane (N of Walnut)	55	16,455	2017	7	17,642

The FHWA's Traffic Noise Model utilizes an annual average traffic count (AADT) that is apportioned into daytime/evening/nighttime hours—on any given day or hour, traffic counts may vary from this annualized average. Minor differences can be attributed to slight variations in daily traffic.

Buses also travel on Walnut Avenue and Lovers Lane as part of the traffic mix[9]; however, because the Visalia buses run on natural gas and are typically quieter than buses operating with

[7] SoundPLAN Calculation and Assessment Standards.
https://www.soundplan.eu/en/software/soundplannoise/standards/
[8] City of Visalia, Traffic Engineering, *ADT Street Volumes List*.
https://www.visalia.city/depts/community_development/engineering/traffic_engineering/default.asp
[9] Visalia Transit, *Fixed Bus Routes and Schedules*.
https://www.visalia.city/depts/general_services/transit/bus_map_and_schedule_information/default.asp

standard fuel, we did not include buses as part of the traffic mix in the model for a more conservatively low existing ambient noise level.

3.3 Proposed Project Noise Sources

All project-related transportation, loudspeaker, and/or equipment noise sources that would potentially add a significant increase in the resulting noise levels for the area will be included in the model. All sources were conservatively modeled to represent worst-case scenarios, as detailed below.

Rooftop unit (RTU) and HVAC noise was not included as part of this study because the tenants for the proposed Project are unknown at this time.

3.3.1 Parking Lot

Per the Client's plans, the development's **parking lot** has a total of 266 spaces. The parking lot was conservatively modeled with 150 cars parking per hour between 7:00 a.m. and 10:00 p.m. and 50 cars parking each hour between 10:00 p.m. and 7:00 a.m. This is generally modeled as noise from the vehicle ignitions.

3.3.2 Delivery Truck Traffic

Delivery trucks were included in the model traveling through the parking lot and west of the grocery store. We assume that all deliveries will take place between 7:00 a.m. and 7:00 p.m. and that the semi-truck engines are turned off during deliveries, i.e., no idling. We conservatively modeled the delivery truck traffic with six medium-sized trucks and four large semi-trucks traveling at 10 mph through the site and behind the grocery store each hour. We also assume that delivery trucks, including refrigerated trucks, will not park and idle on site.

3.3.3 Car Wash Dryer Noise

As shown in the drawings, the car wash entrance opens to the north side of the building and its exit faces to the south. Car wash dryers were conservatively assumed to operate continuously (60 minutes per hour, 100% duty cycle) at maximum capacity between 7:00 a.m. and 7:00 p.m. The sound level from the car wash dryers far exceeds the sound level produced by the wash cycle and is the principal sound source for the tunnel.

The Client has not determined the exact model/configuration of car wash dryer equipment. We have modeled the car wash with a rather typical sound level from our "library" of various car wash emission levels. The number of dryer blowers and their individual sound emission level are a main factor in the levels near tunnel ends for any car wash system. These were input as area sources representing the open doors/tunnel ends with the following levels:

- **Entrance** – the sound level, as measured 10 feet from the car wash entrance, was modeled to be 81 dBA.
- **Exit** – the sound level, as measured 10 feet from the car wash exit, was modeled to be 85.5 dBA.

If a different/louder car wash system and/or duty cycle are selected, our analysis and recommendations for mitigation will need to be updated.

3.3.4 Car Wash Vacuums

We assume that the car wash will include a centralized vacuum system near the car wash system, where the vacuum turbine motors are enclosed within/inside of the vacuum equipment room within the car wash building. As is typical with car wash buildings, we assume it is constructed with concrete block, therefore the central vacuum equipment is not expected to be a significant source for this Project.

Eight (8) vacuum cleaner nozzles associated with the new car wash were modeled as point sources, each with a sound power level "L_{WA}" of 72.7 dBA. (See the Appendix for definitions of sound pressure and sound power levels.) Levels associated with the nozzles were modeled per levels measured by MD Acoustics for a car wash project using Vacutech brand equipment.[12] Equipment was assumed to operate at 50% duty, or no more than 30 minutes per hour.

If a different type of vacuum system, i.e. a coin-operated, non-centralized system, is selected, our analysis would need to be revised.

3.3.5 Drive Through Loudspeaker Noise

Six (6) drive-through loudspeakers at the three restaurant locations were included in the model. All loudspeakers in the model incorporated an AVC (Adjustable Volume Control) system, which adjusts volume according to the ambient levels and does not allow the levels to exceed 15 dB above the background noise. Documentation on this system from the manufacturer is also included at the end of this report.

We conservatively modeled all loudspeakers to operate at 50% duty (up to 30 minutes per hour) between the hours of 5:00 a.m. and 12:00 a.m.

4 Modeled Ambient Noise Environment

4.1 Existing Ambient Noise Levels

Figure 66, Figure 77 and Figure 88 show the CNEL, daytime hourly "$L_{eq,d}$", and nighttime hourly "$L_{eq,n}$" noise contours, respectively, for the area (at a 1.5-m/5-ft height), due to existing road traffic.

In general, the existing hourly ambient sound levels are anticipated to be 53 – 67 dBA during daytime hours and 45 – 59 dBA during nighttime hours at receiving land uses along the north and west property lines. Table 23 in Section 6.1.1 summarizes these levels at selected receiver locations (at a 1.5-m/5-ft height).

Note: Receiver locations were not placed on the property lines since these boundaries were in the center of a proposed road or wall, as shown in the site map; receiver locations were selected based on the nearest noise-sensitive land uses.

4.2 Ambient Noise Levels with Proposed Project Buildings in Place

With the project building and parking lot in place, the daytime and nighttime hourly noise levels at the nearest residential property lines are expected to differ slightly from the existing levels due

[12] MD Acoustics, LLC, "Quick Quack Car Wash Laurel Plaza (Store #8-034) Noise Impact Study", 2021. https://www.ci.oakley.ca.us/wp-content/uploads/2022/02/Quick-Quack-Updated-Noise-Impact-Study_2021-12-08.pdf

to the traffic noise reflecting off the hard parking lot surface and noise blocked by the proposed Project's buildings. We assume the parking lot surface will be paved with asphalt or concrete. Figure 99 and Figure 1010 show the daytime hourly and nighttime hourly noise contours, respectively, for the area due to existing road traffic with the project in place.

The ambient sound levels along the north and west property lines with the proposed project in place are anticipated to be 51 – 67 dBA during daytime hours and 43-60 dBA during nighttime hours.

5 Expected Noise Levels with Project

Figure 1111 shows a 3-dimensional view of the acoustic model's geometry with the proposed project in place, including the car wash, vehicles using the drive-through ordering systems, and delivery truck traffic. Terrain/elevation data is imported from Google Maps, and the buildings, noise sources, roadways, etc. are modeled/built on top of this terrain.

The resulting daytime and nighttime noise contours are shown in Figure 1212 and Figure 1313, respectively, with the project in place and all sources operating as described in Section 3.3 along with the existing traffic noise for a conservative prediction of the potential impact of the project.

With traffic, the hourly noise levels at the nearest residential property lines are expected to range between 53 – 69 dBA during daytime hours and 43 – 60 dBA during nighttime hours. Hourly noise levels due solely to the proposed Project's stationary sources are expected to range up to 65 dBA during daytime hours and up to 38 dBA during nighttime hours. Maximum noise levels are also expected to reach 56 dBA to the west of the Project during daytime and 45 dBA during nighttime hours. These levels are summarized below in Table 34 in Section 6.1.2.

6 Project Compliance Evaluation and Recommendations

6.1 Project Compliance

6.1.1 Code/Noise Element Limits

Traffic noise from Lovers Lane and Walnut Avenue is the dominant noise source throughout the surrounding area. The existing and proposed Project ambient levels due to noise from the local roads are provided below in Table 23 for selected receiver locations along the nearest residential property lines (as shown in Figure 1212 and Figure 1313) with the corresponding limits from the City's Municipal Code and Noise Element for each receiver location. Because of the elevated ambient noise levels, the limits are adjusted to the ambient noise level, as discussed in Section 2.2.2.

Table 2: Ambient Levels and Code/Noise Element Limits at Selected Receiver Locations along North and West Property Lines

	Existing Ambient			Project Ambient			Code/Noise Element Limits*				
Receiver Location	CNEL (dBA)	Daytime $L_{eq,d}$ (dBA)	Nighttime $L_{eq,n}$ (dBA)	CNEL (dBA)	Daytime $L_{eq,d}$ (dBA)	Nighttime $L_{eq,n}$ (dBA)	CNEL (dBA)	Daytime $L_{eq,d}$ (dBA)	Daytime Lmax (dBA)	Nighttime $L_{eq,n}$ (dBA)	Nighttime Lmax (dBA)
R1	68	67	59	69	67	60	69	67	70	60	65
R2	64	62	54	63	62	54	65	62	70	54	65
R3	60	59	51	59	58	50	65	58	70	50	65
R4	54	53	45	52	51	43	65	51	70	45	65
R5	56	55	47	53	51	43	65	51	70	45	65
R6	58	57	49	57	56	48	65	56	70	48	65

** Code & Noise Element limits are based on Project Ambient levels; see Section 4.2*

6.1.2 Evaluation of Compliance

Noise levels due to the proposed Project and its associated noise sources in place are shown below in Table 34. For direct comparison to the Code and Noise Element limits, the CNEL results only include transportation noise sources – local traffic and delivery trucks. The L_{eq} and L_{max} levels presented are due solely to the project's stationary sources (car wash, vacuums, and drive-thru loudspeakers).

For the residential locations along the nearest noise-sensitive property lines to the north and west, noise levels for the proposed Project (with all sources operating as described in Section 3.3) are not expected to exceed the City's Code and Noise Element limits. Maximum noise levels due to the drive through speakers (Figure 14) are also not expected to exceed 60 dBA at the nearest property lines. Therefore, mitigation will not be required.

Table 3: Expected Noise Levels Due to Proposed Project at Selected Receiver Locations along North and West Property Lines

Receiver Location	CNEL* (dBA)	Daytime $L_{eq,d}$ (dBA)	Daytime L_{max} (dBA)	Nighttime $L_{eq,n}$ (dBA)	Nighttime L_{max} (dBA)
R1	69	65	65	30	35
R2	65	61	60	38	43
R3	61	56	56	38	45
R4	53	32	30	13	16
R5	54	35	34	12	16
R6	58	36	35	22	27

** CNEL results only include noise due to local traffic and delivery trucks; L_{eq} and L_{max} levels only include stationary noise sources (car wash, vacuums, and drive-through loudspeakers)*

6.1.3 Vibration

The car wash is not anticipated to create groundborne vibration or noise levels beyond the close proximity of the car wash. There is not anticipated to be significant vibration due to the Project.

6.2 Recommendations

6.2.1 Car Wash

The car wash dryers are the dominant noise source for the project and will contribute to the noise levels at the locations along the north property line. (Levels due to the vacuums and drive through loudspeakers do not significantly contribute to the noise levels at the property lines.)

This analysis is based upon a car wash with dryers operating continuously with levels at the entrance no greater than 81 dBA, as measured at 10 feet from the entrance and levels at the exit must be less than 85.5 dBA, as measured at 10 feet in front of the car wash exit.

If a different car wash system and/or duty cycle are selected, our analysis will need to be updated to provide updated mitigation, if necessary. Additionally, if a non-centralized vacuum system is selected, this analysis will also need to be updated.

6.2.2 Drive-Through Loudspeakers

This analysis assumes all drive-through loudspeakers will incorporate an AVC (Adjustable Volume Control) system, which adjusts volume according to the ambient levels and does not allow the levels to exceed 15 dB above the background noise. *Whether or not the selected system adjusts for background noise, its emission/volume level should be set/adjusted to meet the Visalia Code (see 2.2.1.2). Assuming the evaluation of compliance for the 60dBA limit is at the nearest sensitive receiver property line, and given the distance from this drive-through to the property lines, we conclude compliance with the Code.*

7 Conclusion

Based on the above analysis and assumptions about the noise sources (automatic car wash, drive-through restaurant speaker systems, and associated delivery and customer traffic throughout the parking lots) for the proposed Project, mitigation will not be required to comply with the City of Visalia's Municipal Code and Noise Element.

Compliance is dependent upon many factors which include: (1) a car wash system with continuous dryers having an entry noise level less than 81 dBA, as measured at 10 feet in front of the entrance and an exit noise level less than 85.5 dBA, as measured 10 feet from the exit; (2) drive-through loudspeakers with an adjustable volume control system; and (3) no idling delivery or refrigeration trucks on-site.

Additionally, the CEQA requirements are answered below in Table 45.

Table 4: Checklist of CEQA Guidelines for Noise

Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
Generation of excessive groundborne vibration or groundborne noise levels?				X
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?				X

The conclusions and recommendations of this acoustical analysis are based upon the information known to 45dB Acoustics, LLC ("**45dB**") at the time the analysis was prepared concerning the proposed site plans, traffic volumes, proposed project-related equipment and sound sources, and hours of operation. Any significant changes to these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in equipment, noise regulations or other factors beyond **45dB**'s control may result in long-term noise results different from those described by this analysis.

8 Figures

Figure 1: Site View (Google Maps)

Figure 2: Land Use Map

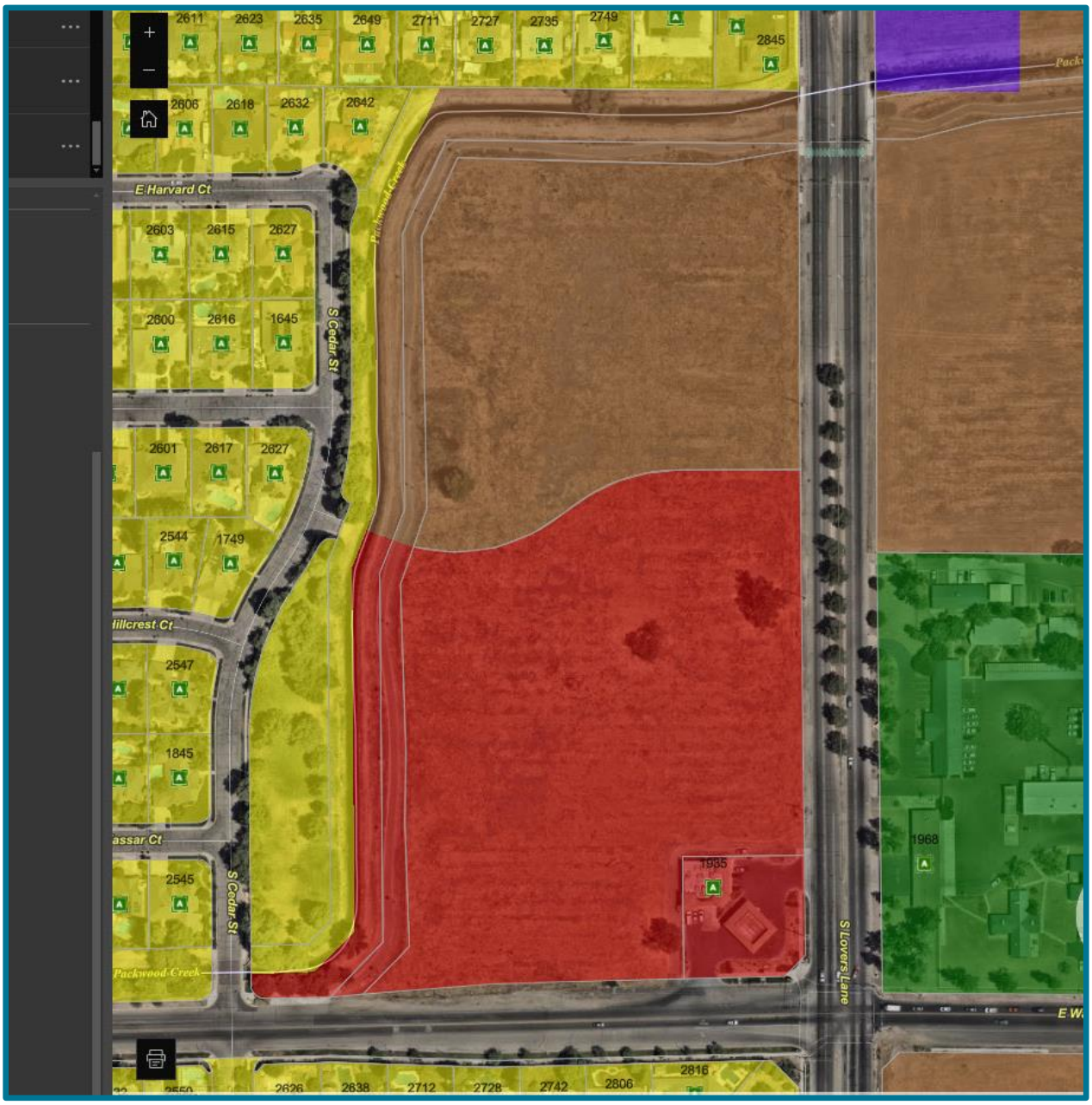


Figure 3: Project Site Plan (reprinted from client drawings)

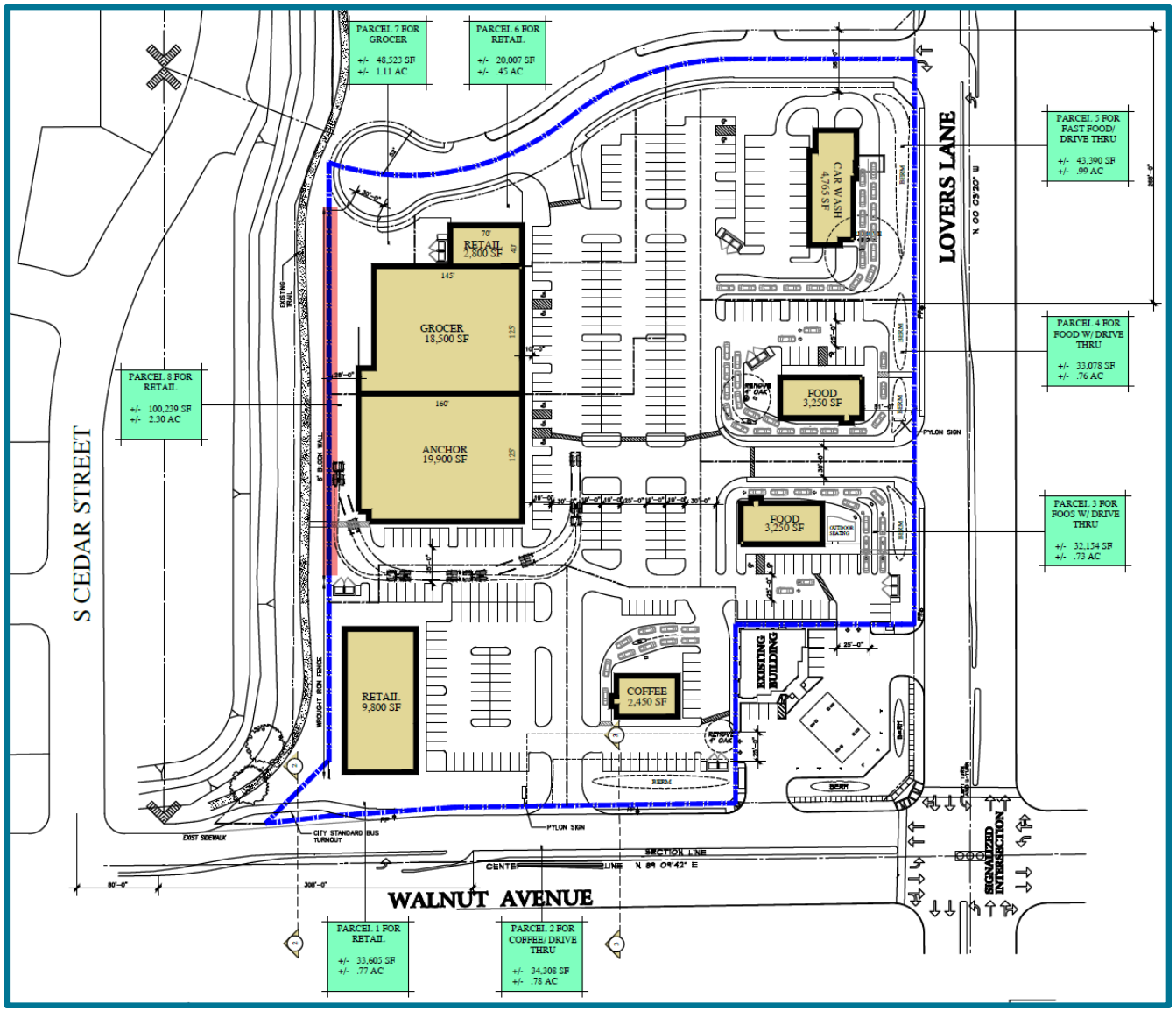


Figure 4: Exterior Noise Standards – Fixed Noise Sources, Section 8.36.040 of the Visalia Municipal Code

8.36.040 Exterior noise standards--Fixed noise sources.

A. It is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level, when measured at the property line of any affected noise sensitive land use, to exceed any of the categorical noise level standards as set forth in the following table:

NOISE LEVEL STANDARDS, dBA

Category	Cumulative Number of minutes in any one-hour time period	Evening and Daytime 6 a.m. to 7 p.m.	Nighttime 7 p.m. to 6 a.m.
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

B. In the event the measured ambient noise level without the alleged offensive source in operation exceeds an applicable noise level standard in any category above, the applicable standard or standards shall be adjusted so as to equal the ambient noise level.

C. Each of the noise level standards specified above shall be reduced by five dB for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level without the source can be measured, the noise level measured while the source is in operation shall be compared directly to the noise level standards. (Prior code § 5090.4.1)

Figure 5: Transportation and Stationary Noise Standards, Chapter 8.6 of the City of Visalia Safety and Noise Element

Table 8-3: Transportation Noise Sources

Noise-Sensitive Land Use	*Outdoor Activity Areas*[1]		*Interior Spaces*
	DNL/CNEL[2]*, dB*	*DNL/CNEL*[2]*, dB*	*L_{eq} dB*[3]
Residential	65	45	---
Transient Lodging	65	45	---
Hospitals, Nursing Homes	65	45	---
Theaters, Auditoriums, Music Halls	---	---	35
Churches, Meeting Halls	65	---	45
Office Buildings	---	---	45
Schools, Libraries, Museums	---	---	45

Notes:

(1) Outdoor activity areas generally include backyards of single-family residences and outdoor patios, decks or common recreation areas of multi-family developments.

(2) The CNEL is used for quantification of aircraft noise exposure as required by CAC Title 21.

(3) As determined for a typical worst-case hour during periods of use.

Table 8-4: Stationary Noise Sources[1]

	Daytime (7:00 a.m. – 10:00 p.m.)	*Nighttime (10:00 p.m. – 7:00 a.m.)*
Hourly Equivalent Sound Level (L_{eq}), dBA	50	45
Maximum Sound Level (L_{max}), dBA	70	65

(1) As determined at the property line of the receiving noise-sensitive use.

Figure 6: Existing Ambient CNEL Sound Level Contours, Plan View

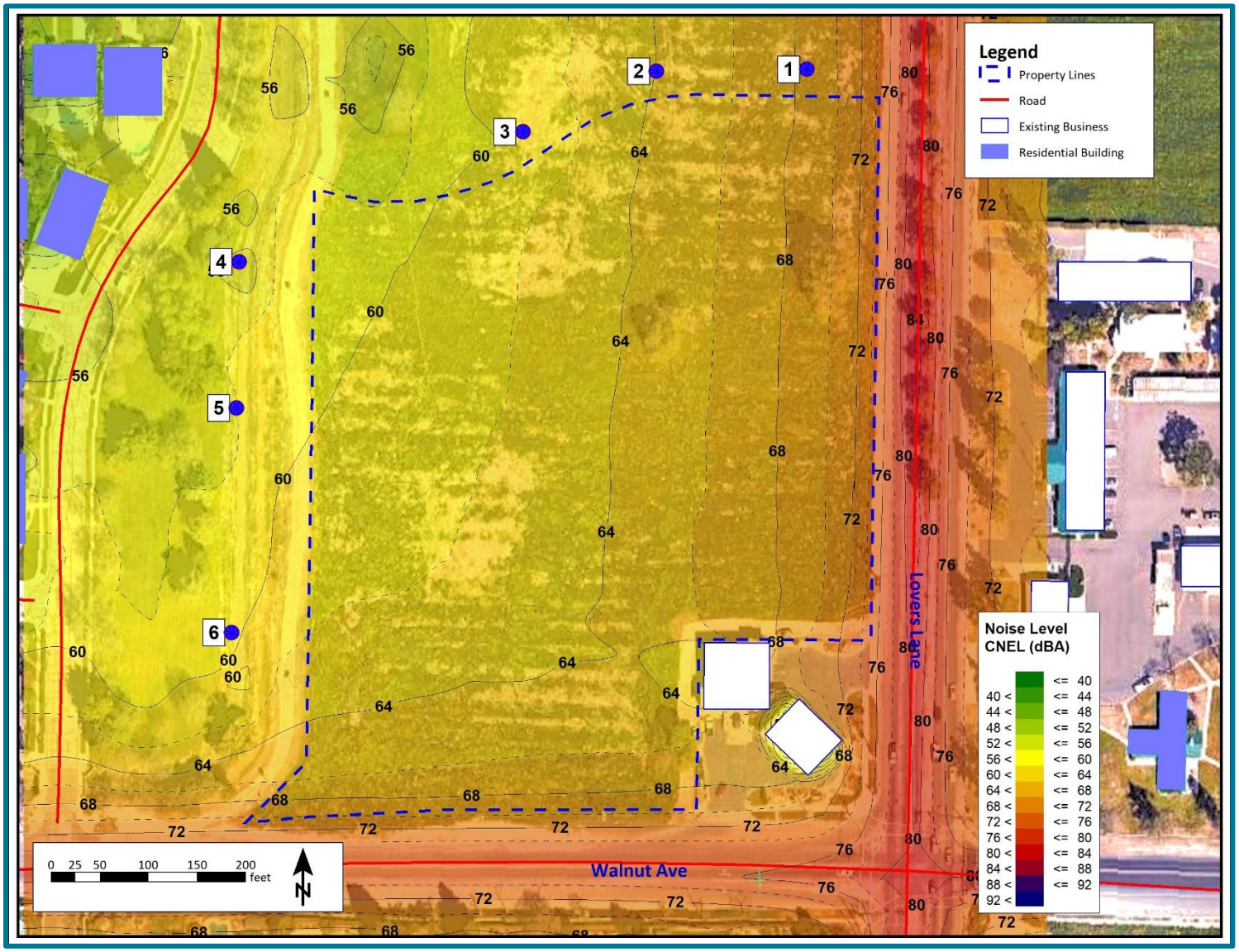


Figure 7: Existing Ambient Daytime Hourly ($L_{eq,d}$) Sound Level Contours, Plan View

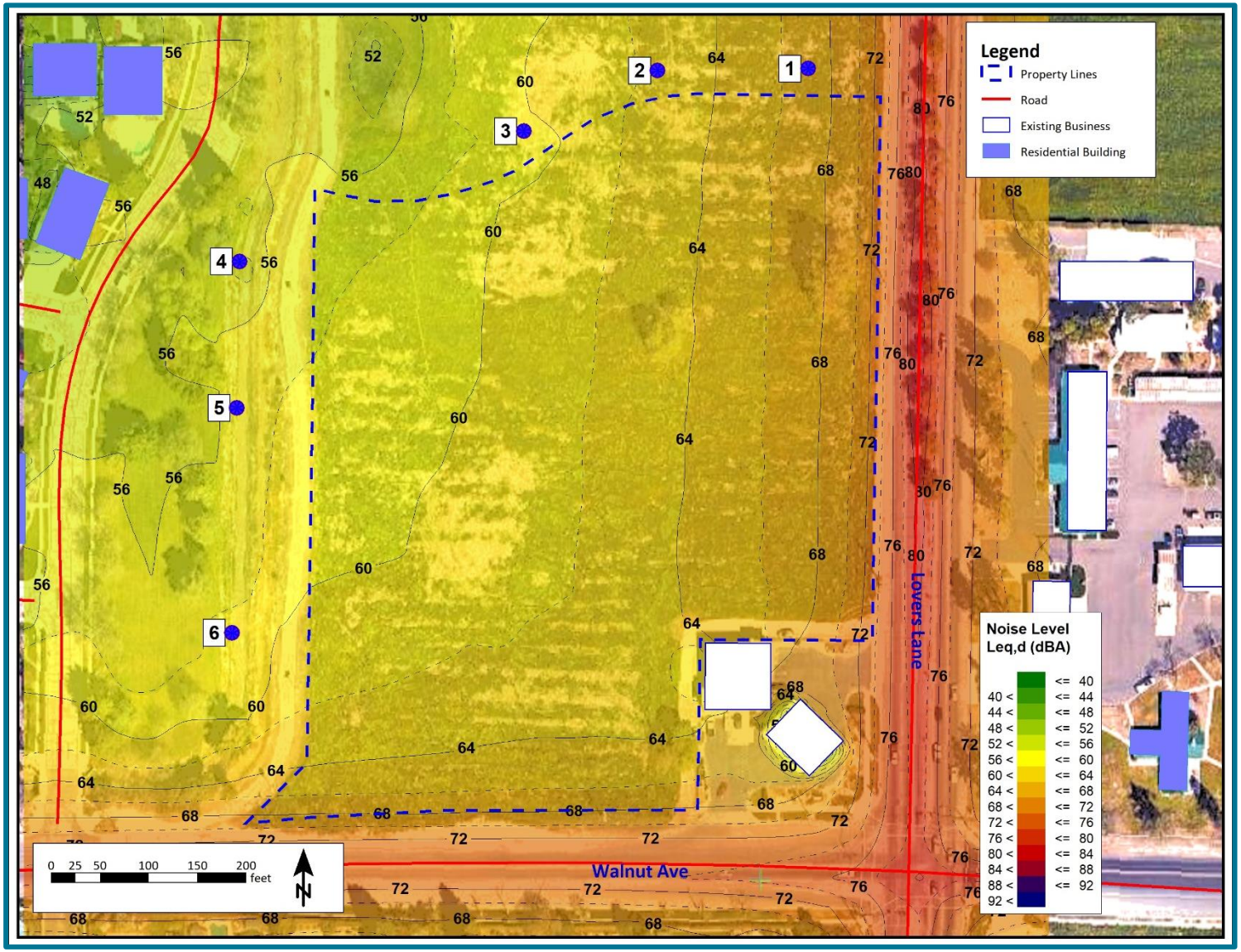


Figure 8: Existing Ambient Nighttime Hourly ($L_{eq,n}$) Sound Level Contours, Plan View

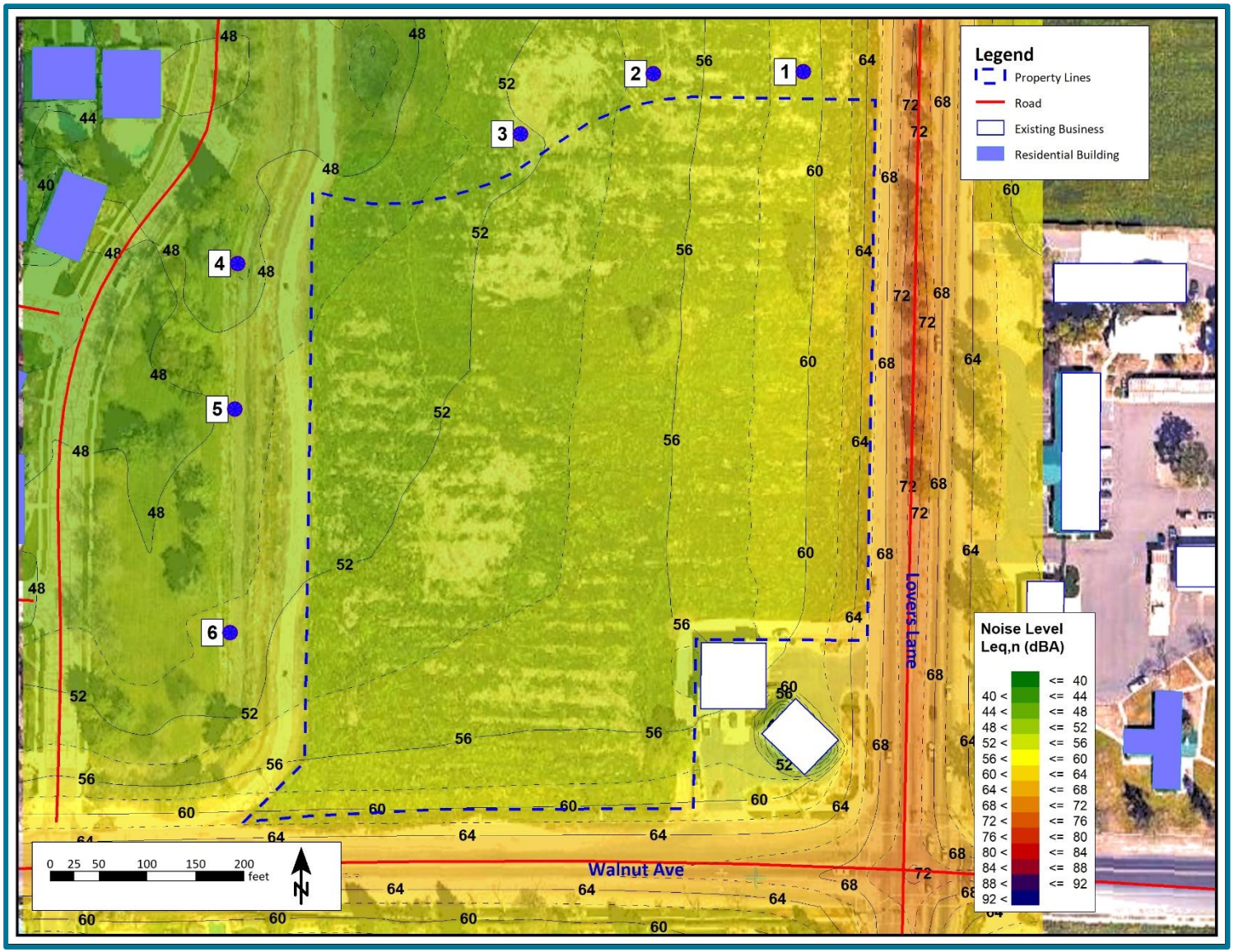


Figure 9: Ambient Daytime Hourly ($L_{eq,d}$) Sound Level Contours with Proposed Project Buildings in Place, Plan View

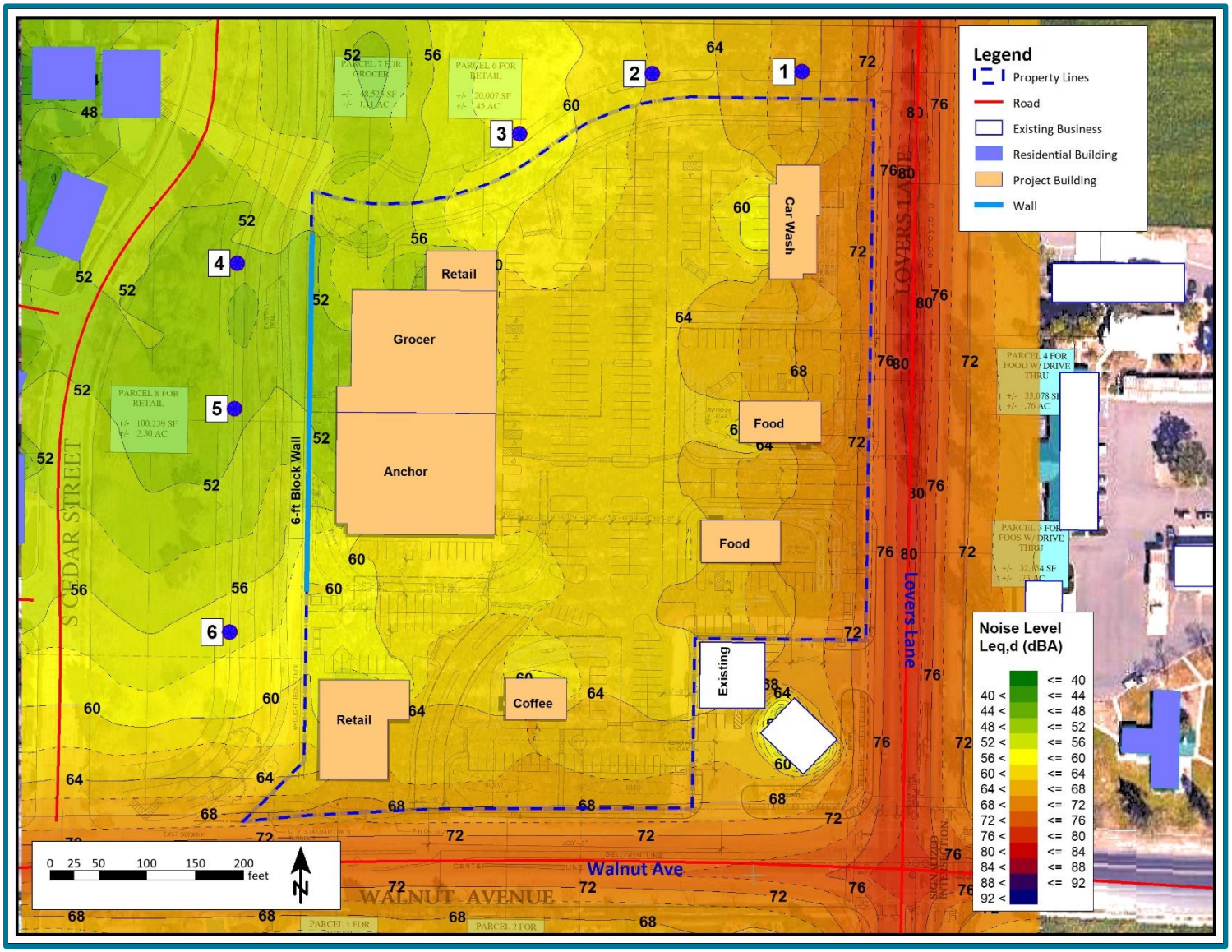


Figure 10: Ambient Nighttime Hourly ($L_{eq,n}$) Sound Level Contours with Proposed Project Buildings in Place, Plan View

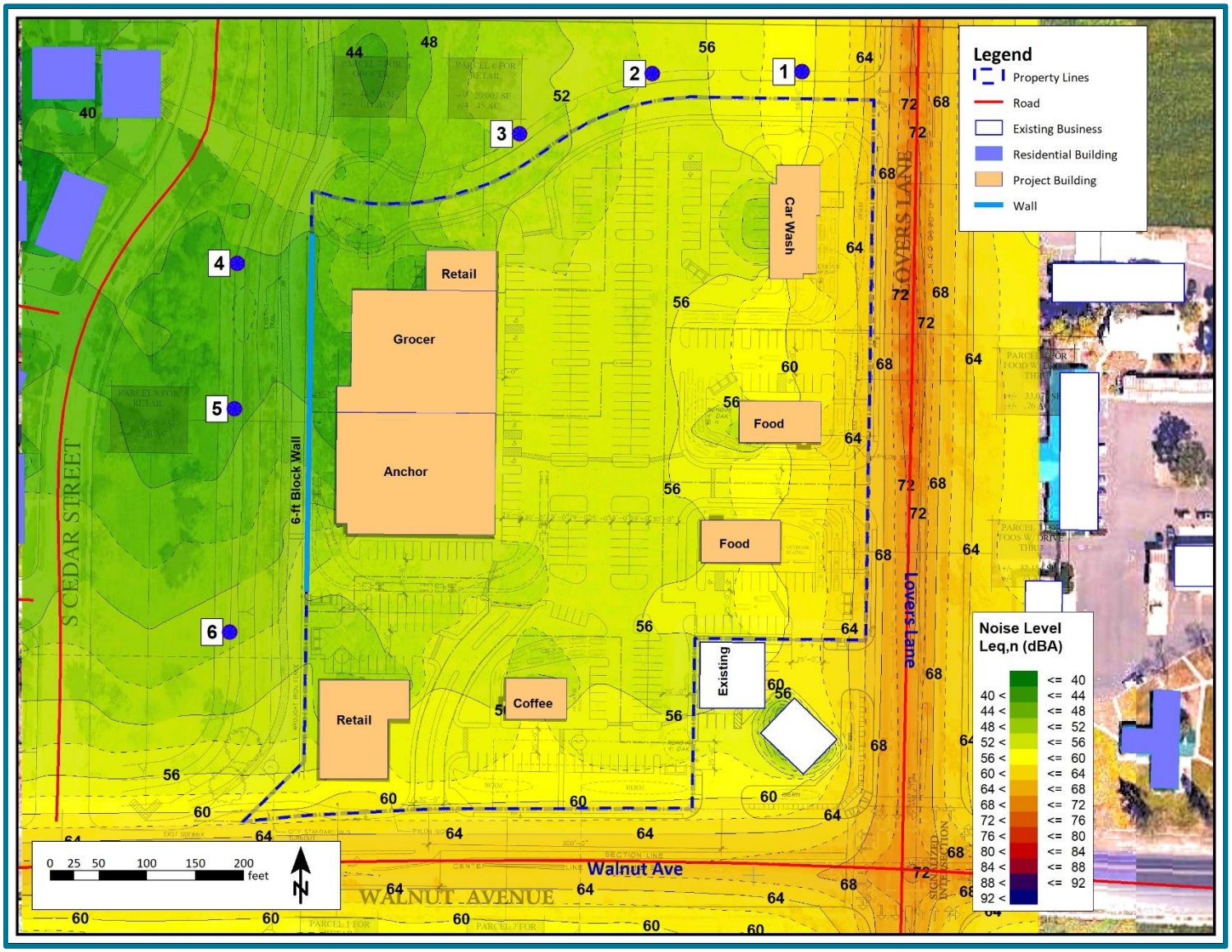


Figure 11: 3D Perspective of Acoustic Model Geometry

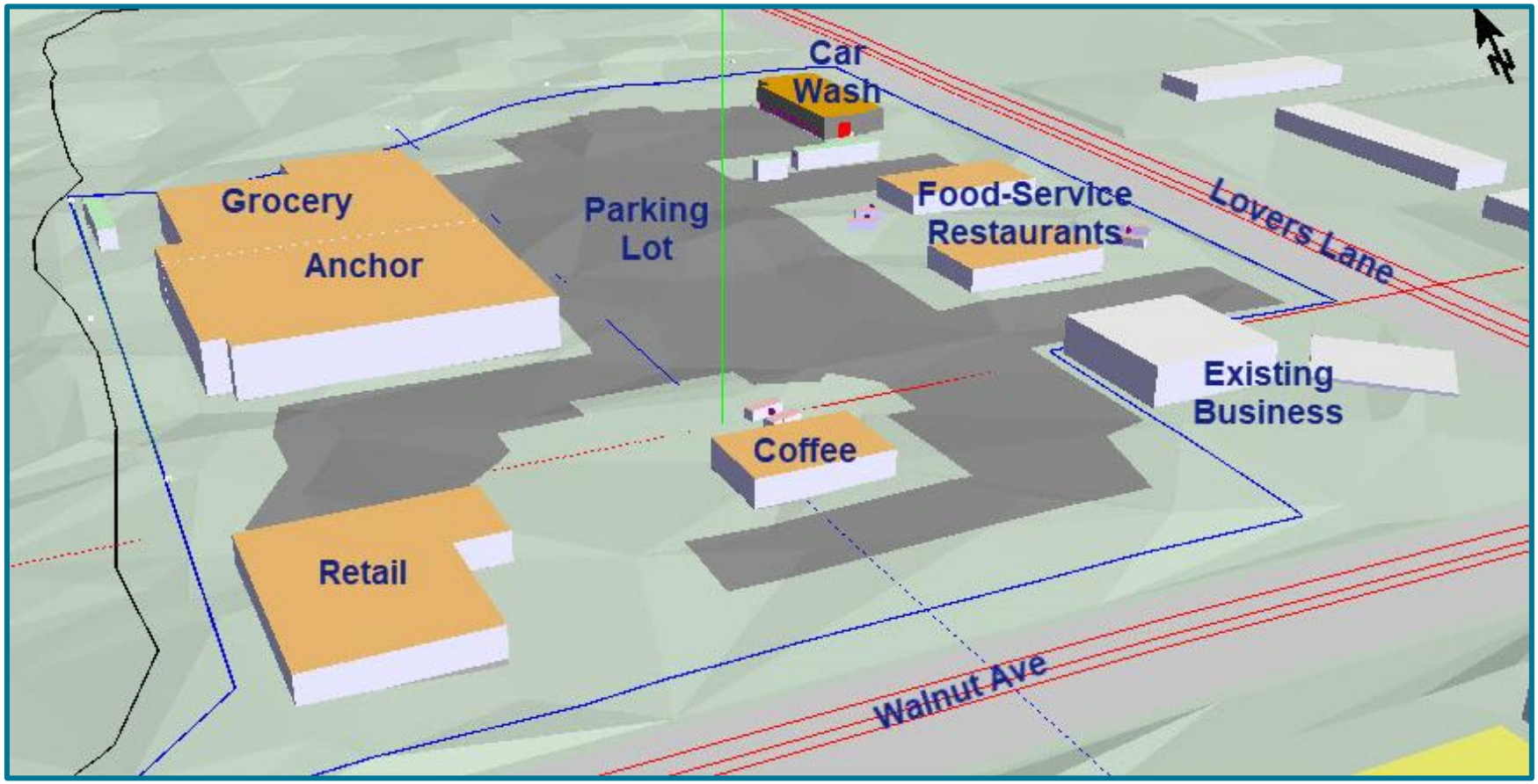


Figure 12: Project Daytime (L_d) Sound Level Contours, Plan View

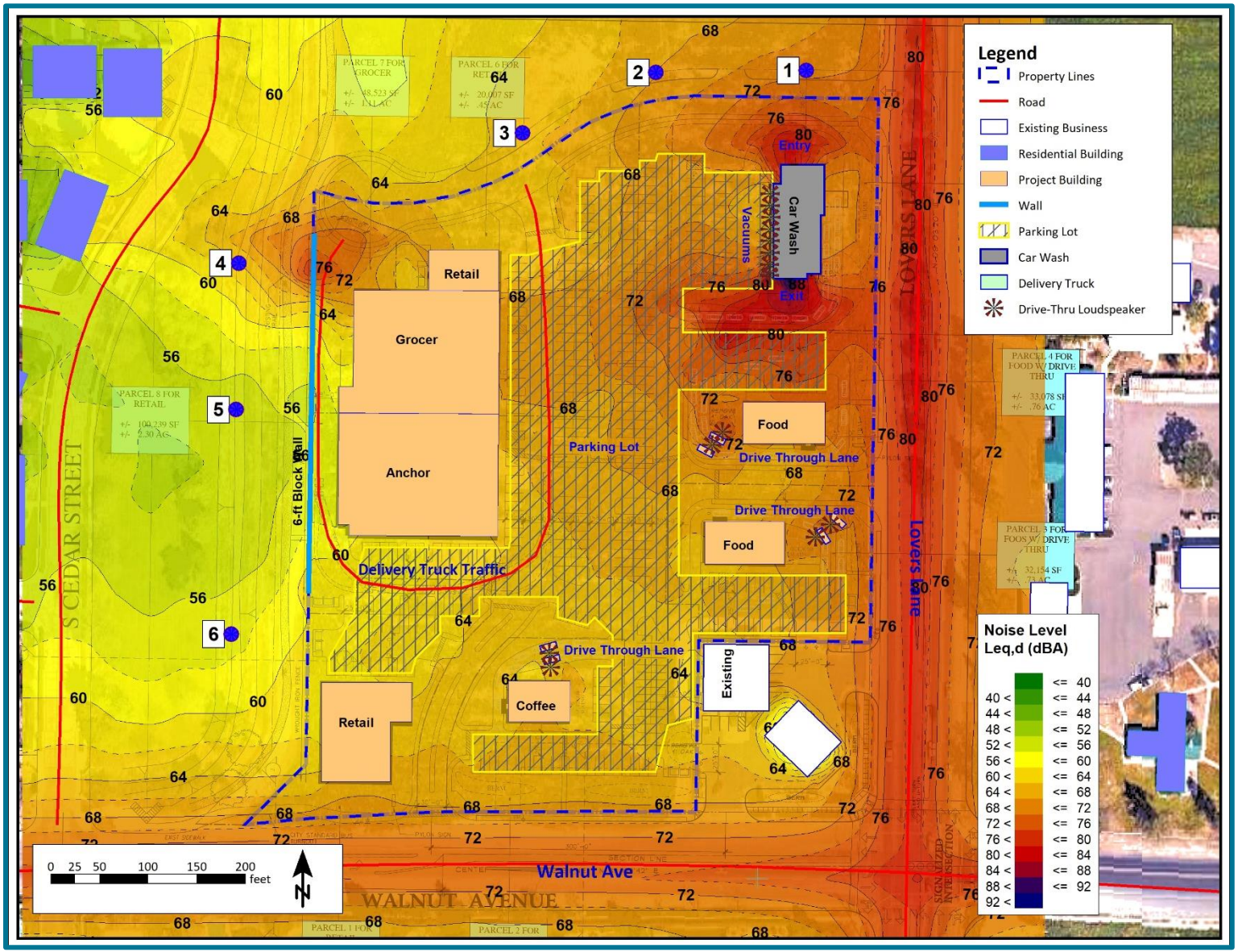


Figure 13: Project Nighttime (L_n) Sound Level Contours, Plan View

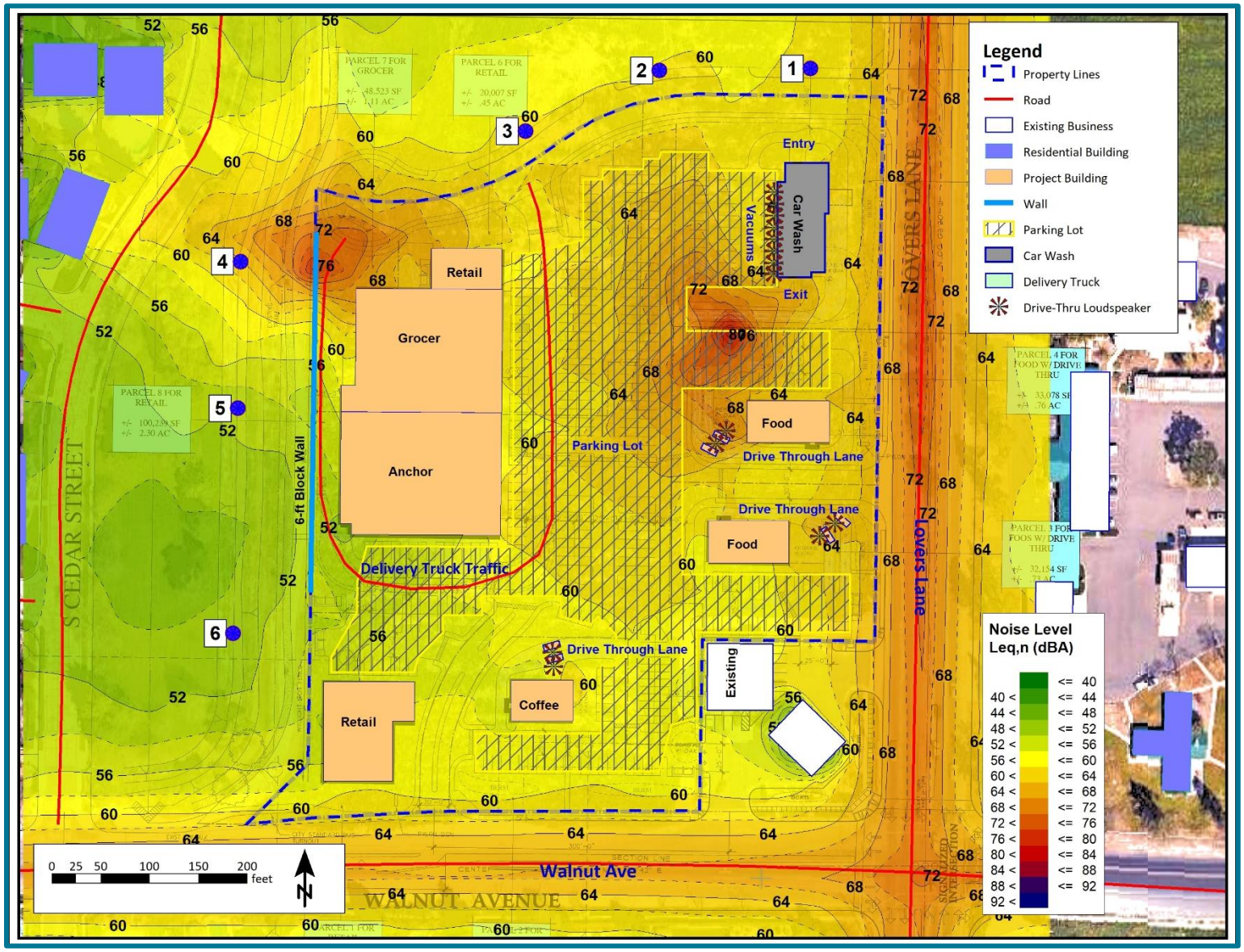
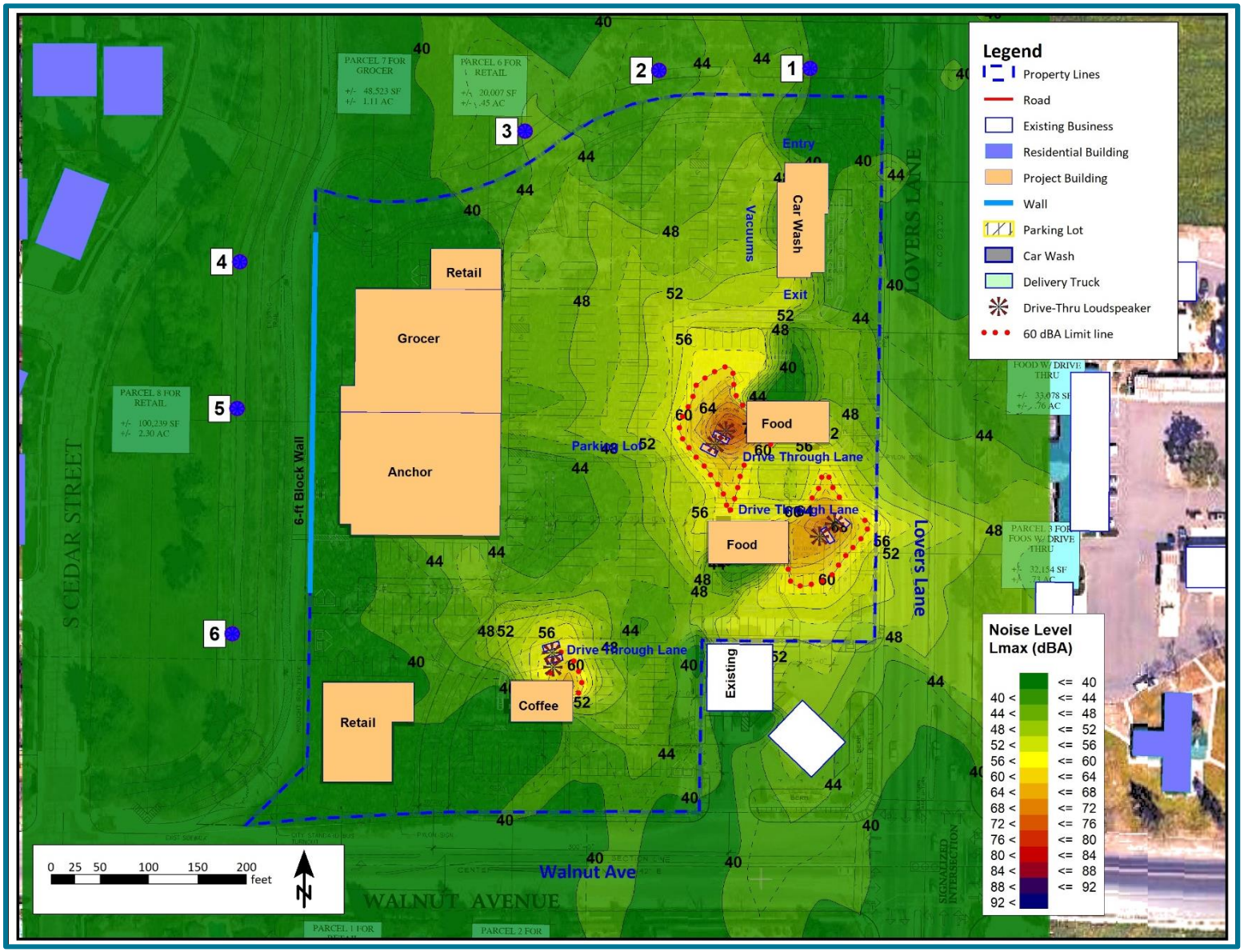


Figure 14: Maximum (L_{max}) Sound Level Contours for Drive Through Loudspeakers



9 Appendix

9.1 Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustic pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 to 140 dBA. Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. Because of the physical characteristics of noise transmission and of noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 56 below presents the subjective effect of changes in sound pressure levels.

Table 5: Sound Level Change Relative Loudness/Acoustic Energy Loss[13]

Change in Level	Relative Loudness	Acoustic Energy Loss
0 dB	Reference	0%
- 3 dB	Just Perceptible Change	50%
- 5 dB	Readily Perceptible Change	67%
- 10 dB	Half as Loud	90%
- 20 dB	1/4 as Loud	99%
- 30 dB	1/8 as Loud	99.9%

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss. Generally, sound levels from a point source will decrease by 6 dBA for each doubling of distance. Sound levels for a highway line source vary differently with distance because sound pressure waves propagate along the line and overlap at the point of measurement. A closely spaced, continuous line of vehicles along a roadway becomes a line source and produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to “soft” ground (e.g., plowed farmland, grass, crops, etc.), a more suitable drop-off rate to use is not 3.0 dBA but rather 4.5 dBA per distance doubling (FHWA 2010).

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. The L_{eq} is the most common parameter associated with such measurements. The L_{eq} metric is a single-number noise descriptor that represents the average sound level over a given period of time. For example, the L50 noise level is the level that is exceeded 50 percent of the time. This level is also the level that is exceeded 30 minutes in an hour. Similarly, the L02, L08 and L25 values are the noise levels that are exceeded 2, 8, and

[13] Highway Traffic Noise Analysis and Abatement Policy and Guidance, U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch, June 1995.

25 percent of the time or 1, 5, and 15 minutes per hour. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet-time noise levels in a 24-hour noise descriptor called the CNEL or L_{dn}. This increment is incorporated in the calculation of CNEL or L_{dn}, described earlier.

9.2 Terminology/Glossary

A-Weighted Sound Level (dBA)
The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made. A-weighting de-emphasizes the low and very high frequency components of the sound in a manner similar to the response of the average human ear. A-weighted sound levels correlate well with subjective reactions of people to noise and are universally used for community noise evaluations.

Air-borne Sound
Sound that travels through the air, differentiated from structure-borne sound.

Ambient Sound Level
The prevailing general sound level existing at a location or in a space, which usually consists of a composite of sounds from many sources near and far. The ambient level is typically defined by the L_{eq} level.

Background Sound Level
The underlying, ever-present lower-level noise that remains in the absence of intrusive or intermittent sounds. Distant sources, such as Traffic, typically make up the background. The background level is generally defined by the L90 percentile noise level.

Community Noise Equivalent Level (CNEL)
The L_{eq} of the A-weighted noise level over a 24-hour period with a 5-dB penalty applied to noise levels between 7 p.m. and 10 p.m. and a 10-dB penalty applied to noise levels between 10 p.m. and 7 a.m. CNEL is similar to L_{dn}.

Day-Night Sound Level (DNL or L_{dn})
The L_{eq} of the A-weighted noise level over a 24-hour period with a 10-dB penalty applied to noise levels between 10 p.m. and 7 a.m. L_{dn} is similar to CNEL.

Decibel (dB)
The decibel is a measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a reference quantity.

DBA or dB(A)
A-weighted sound level. The ear does not respond equally to all frequencies, and is less sensitive at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce the effects of the low and

high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA. The A-weighted sound level is also called the noise level.

Energy Equivalent Level (L_{eq})
Because sound levels can vary markedly in intensity over a short period of time, some method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, one describes ambient sounds in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq} . In this report, an hourly period is used.

Field Sound Transmission Class (FSTC)
A single number rating similar to STC, except that the transmission loss values used to derive the FSTC are measured in the field. All sound transmitted from the source room to the receiving room is assumed to be through the separating wall or floor-ceiling assembly.

Noise Reduction (NR)
Noise reduction is the difference between outdoor sound level and indoor sound level. It is not identical to Sound Transmission Class.

Outdoor-Indoor Transmission Class (OITC)
A single number classification, specified by the American Society for Testing and Materials (ASTM E 1332 issued 1994), that establishes the A-weighted sound level reduction provided by building facade components (walls, doors, windows, and combinations thereof), based upon a reference sound spectrum that is an average of typical air, road, and rail transportation sources. The OITC is the preferred rating when exterior façade components are exposed to a noise environment dominated by transportation sources. Once built, as much as a 5-point reduction in Apparent Outside-Inside Transmission Class (OITC) from the original, as-designed OITC may be expected.

Percentile Sound Level, Ln
The noise level exceeded during *n* percent of the measurement period, where *n* is a number between 0 and 100 (e.g., L10 or L90)

Sound Transmission Class (STC)
STC is a single number rating, specified by the American Society for Testing and Materials, which can be used to measure the sound insulation properties for comparing the sound transmission capability, in decibels, of interior building partitions for noise sources such as speech, radio, and television. It is used extensively for rating sound insulation characteristics of building materials and products.

Structure-Borne Sound
Sound propagating through building structure. Rapidly fluctuating elastic waves in gypsum board, joists, studs, etc.

Sound Exposure Level (SEL)
SEL is the sound exposure level, defined as a single number rating indicating the total energy of a discrete noise-generating event (e.g., an aircraft flyover) compressed into a 1-second time duration. This level is handy as a consistent rating method that may be combined with other SEL and L_{eq} readings to provide a complete noise scenario for measurements and predictions.

However, care must be taken in the use of these values since they may be misleading because their numeric value is higher than any sound level which existed during the measurement period.

Subjective Loudness Level
In addition to precision measurement of sound level changes, there is a subjective characteristic which describes how most people respond to sound:

- A change in sound level of 3 dBA is *barely perceptible* by most listeners.
- A change in level of 6 dBA is *clearly perceptible*.
- A change of 10 dBA is perceived by most people as being *twice* (or *half*) as loud.

9.3 SoundPLAN® Acoustics Software

SoundPLAN®, the software used for this acoustic analysis, is an acoustic ray-tracing program dedicated to the prediction of noise in the environment. Noise emitted by various sources propagates and disperses over a given terrain in accordance with the laws of physics. The software calculates sound attenuation of environmental noise, even over complex terrain, uneven ground conditions, and with complex obstacles. Up to three reflections for each noise source are taken into account to closely and accurately predict real-world acoustics. Worldwide, governments and engineering associations have created algorithms to calculate acoustical phenomena to standardize the assessment of physical scenarios. Accuracy has been validated in published studies to be + / - 2.7 dBA with an 85% confidence level, for a wide variety of large-scale models and situations.

9.4 ISO 9613-2

For industrial and other noise sources besides road traffic, SoundPLAN calculates the sound field in accordance with ISO 9613-2 “Acoustics - Attenuation of sound during propagation outdoors, Part 2: General Method of Calculation.” The standard states that “this part of ISO 9613 specifies an engineering method for calculating the attenuation of sound during propagation outdoors, in order to predict the levels of environmental noise at a distance from a variety of sources. The method predicts the equivalent continuous A-weighted sound pressure level under meteorological conditions favorable to propagation from sources of known sound emissions. These conditions are for downwind propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs at night.” The uncertainty of calculations with this method are +/-1 dB for sources less than 10m in height and within 1000m of the receiver.

9.5 Traffic Noise Model (TNM)

The Federal Highway Administration Traffic Noise Model (TNM), implemented into the SoundPLAN® software, was used for the road traffic sound level modeling in this study. TNM contains the following components:

1. Modeling of five standard vehicle types, including automobiles, medium trucks, heavy trucks, buses, and motorcycles, as well as user-defined vehicles.
2. Modeling both constant- and interrupted-flow traffic using a field-measured database.
3. Modeling effects of different pavement types, as well as the effects of graded roadways.
4. Sound level computations based on a one-third octave-band database and algorithms.
5. Graphically-interactive noise barrier design and optimization.

6. Attenuation over/through rows of buildings and dense vegetation.
7. Multiple diffraction analysis.
8. Parallel barrier analysis.
9. Contour analysis, including sound level contours, barrier insertion loss contours, and sound-level difference contours.

These components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology, as well as a flexible database, made up of over 6000 individual pass-by events measured at forty sites across the country.

Attachment A: Drive-Through Speaker Characteristics

Traffic Evaluation And

Vehicle Miles Traveled Assessment

for the Hub Project

Visalia, California

DRAFT REPORT

November 2024

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https://d.docs.live.net/1908e84e76e68192/Desktop/C2 Consult/Projects/1341.15 Nunley Development - The Hub/Work Product/The Hub Traffic Assessment.doc

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CHAPTER 1 – INTRODUCTION

Study Purpose

The Hub Project is located in Visalia, California and occupies approximately 8.3 acres. The Project is located on the northwest corner of the intersection of Lovers Lane at Walnut Avenue. The Hub is proposed to include both retail/commercial and possibly office land uses. **Figure 1** shows a vicinity map of the area around the development site. **Figure 5** shows the Hub site plan. This report evaluates the potential short-term changes in traffic.

Study Area and Scope of Work

The City of Visalia requested the following items to be evaluated as part of this traffic evaluation.

Intersections

The study shall assess the following intersections which are shown in **Figure 2**.

1) Walnut at Pinkham (signalized)
2) Walnut at McAuliff (4-way stop)
3) Lovers Lane at Tulare (signalized)
4) Lovers Lane at K Street (1-way stop)

Scenarios

The study will include the following scenarios:

1) Existing
2) Existing plus The Hub Project
3) Existing plus The Hub Project (mitigated, if necessary)
4) 2029 Conditions
5) 2029 Conditions plus The Hub Project
6) 2029 Conditions plus The Hub Project (mitigated, if necessary)

In addition to level of service assessments at the study intersections, an evaluation of proposed driveways located on Walnut Avenue and Lovers Lane will be completed. This evaluation will focus on sizing left-turn pocket assessment for eastbound Walnut at Lovers Lane and southbound Lovers Lane at Walnut. These will be compared into relationship to proposed northbound left turn and eastbound left turn lanes into the Project's driveways.

The second scenario will focus on the 2029 evaluation of the projected conditions at the study intersections. Using data supplied by the Tulare County Association of Governments Regional Traffic Model, peak hour turn movements will be estimated for the intersections. This information will be evaluated for level of service and will establish the 2029 conditions without the Hub Project. Peak hour signal warrants will be completed for those locations projected to operate below the City's level of service standard. This 2029 baseline data will be used to assess the changes brought about by the completion of the Hub Project. The 2029 plus the Hub traffic volumes will be assessed for level of service. At those locations where sub-standard levels are found, mitigation measures will be evaluated.

The City of Visalia also requested that existing transit, bicycle and pedestrian facilities in the near proximity of the project will be describe in the study.

Analysis Methodology

All level of service analyses performed for this study conform to the practices of the *Highway Capacity Manual*, and were done using the traffic analysis software HCS (unsignalized and (signalized). For signalized intersections, this software allows for optimization of signal timings to minimize traffic delay at each intersection. This process can result in different signal cycle lengths for both the AM and PM peak hours of a given analysis scenario and may also vary between different scenarios. This optimization somewhat reflects traffic agency procedure whereby intersection signal cycle lengths are adjusted for differing traffic conditions and times, based on counts of existing traffic volume.

For analysis purposes, HCM defines six levels of service for various facility types. The six levels are given letter designations ranging from "A" to "F", with "A" representing the best operating conditions and "F" the worst. Quantifiable measures of effectiveness that best describe the quality of operation on the subject facility type are used to determine the facilities level of service. For the case of both signalized and unsignalized intersections, the quantifiable measure of effectiveness is average control delay.[1]

Control delay for two-way stop-controlled (TWSC) intersections, which have stop signs on only the minor street approaches, is on a per-vehicle basis and is computed for the stop-controlled, minor-street movements and major street left turn movements only, because major-street through movements are theoretically in continual free-flow conditions and therefore experience no delay. Since there is no aggregation of delay for a TWSC intersection, there is no level of service for an intersection as a whole, but only levels of service for individual minor-street and major-street left turn movements.

The following table shows level of service ratings and their corresponding ranges of average control delay for both signalized and unsignalized intersections. For signalized intersections, it also contains a general description of traffic flow associated with each level of service.

[1] Control delay, according to the *2010 Highway Capacity Manual*, page 16-1, includes initial acceleration delay, queue move-up time, stopped delay, and final acceleration delay.

INTERSECTION LEVEL OF SERVICE DESCRIPTIONS			Allowable Delay	
			Signalized	Unsignalized[1]
Level of Service	**Conditions**	**Signalized Intersection Description**	**Delay (sec/veh)**	**Delay (sec/veh)**
"A"	Free Flow	*Users experience very low delay. Progression is favorable and most vehicles do not stop at all.*	≤10.0	≤10.0
"B"	Stable Operations	*Vehicles travel with good progression. Some vehicles stop, causing slight delay.*	>10.0 – 20.0	>10.0 – 15.0
"C"	Stable Operations	*Higher delays result from fair progression. A significant number of vehicles stop, although many continue to pass through the intersection without stopping.*	>20.0 to 35.0	>15.0 – 25.0
"D"	Approaching Unstable	*Congestion is noticeable. Progression is unfavorable, with more vehicles stopping rather than passing through the intersection.*	>35.0 – 55.0	>25.0 – 35.0
"E"	Unstable Operations	*Traffic volumes are at capacity. Users experience poor progression and long delays.*	>55.0 – 80.0	>35.0 – 50.0
"F"	Forced Flow	*Intersection's capacity is oversaturated, causing poor progression and unusually long delays.*	>80.0	>50.0

Source: Chapters 16 and 18, Highway Capacity Manual, Transportation Research Board.
[1]Unsignalizedintersections include TWSC and AWSC

Level of service for each study intersection in the various analysis scenarios are summarized in tables throughout the report. For signalized intersections, the level of service rating shown represents the overall level of service for the intersection as a whole. For stop-controlled intersections, the level of service rating shown is for each individual traffic movement (excluding major-street through movements) instead of the entire intersection.

Level of Service Standard

The City of Visalia policy is to maintain Level of Service of "D," as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council), as the minimum desirable service level at which arterial streets, collector streets and their intersections should operate.

Traffic Model

For the purposes of evaluating the Hub impacts, the Tulare County Association of Governments (TCAG) Regional Traffic Model was used to estimate future traffic in the 2029 horizon year. The Regional Traffic Model was selected after consultation with the City of Visalia. This tool provides the best and most reasonable evaluations in Tulare County as it can provide baseline traffic data for baseline and with Project conditions. This model is also used for long range multi-modal transportation planning, community circulation element preparation and air quality analysis. This

allows the Hub Project to be evaluated in the context of both Visalia and regional long-range plans and programs.

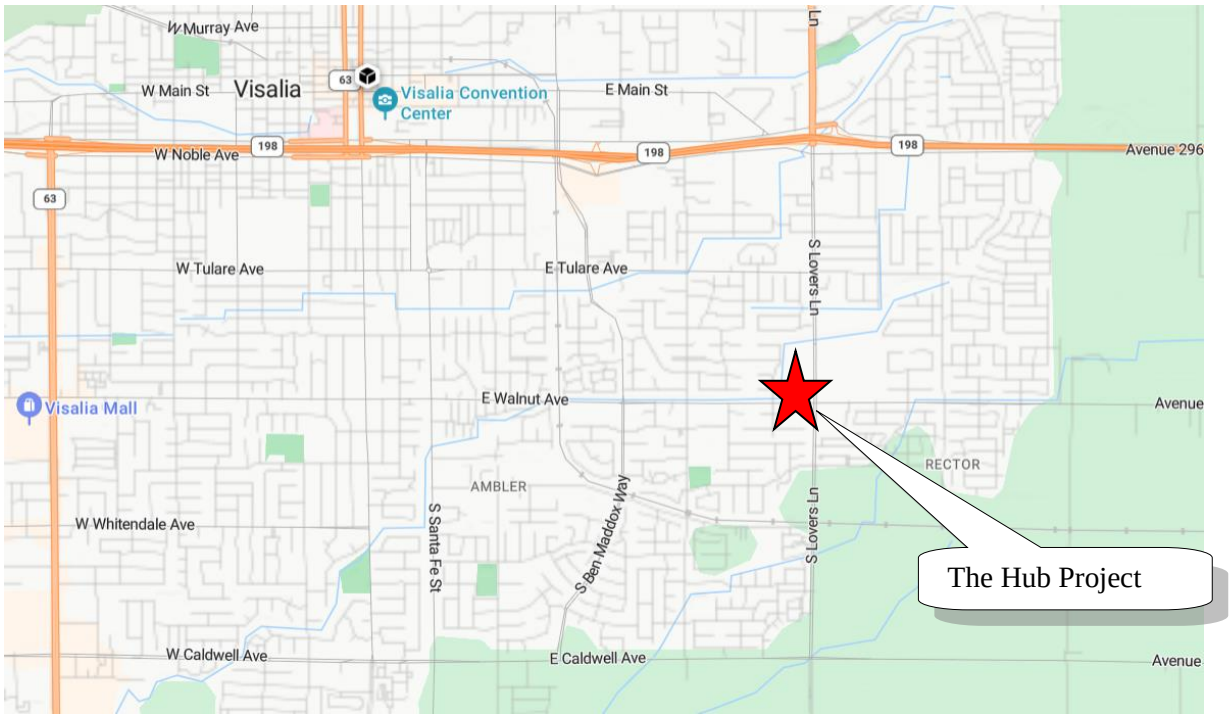


FIGURE 1: Vicinity Map

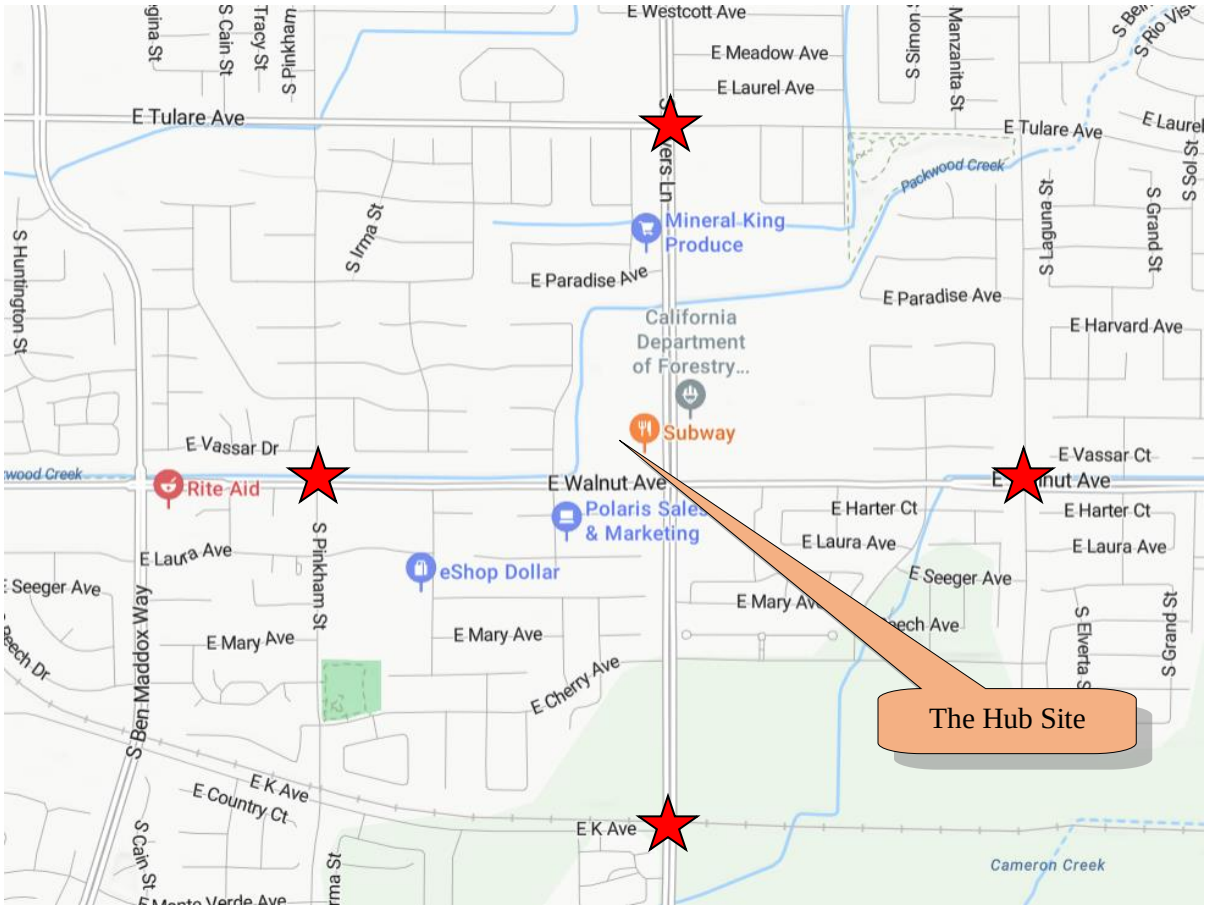


FIGURE 2: Project Location

CHAPTER 2 – EXISTING CONDITONS

Roadways

Lovers Lane
This street is a four-lane street with traffic signals at the intersection of Walnut Avenue and Tulare Avenues. The intersection of Lovers Lane at K Road is controlled by a stop sign on the K Road approach. The street is designated as an Arterial in the City General Plan and is currently posted as a 55 mile per hour speed zone south of K Road and 50 mile per hour north of Cherry Street.

It should be noted that two road improvement projects are currently programmed by the City which will introduce improvements to both Lovers Lane as well as Walnut Avenue. The first project will complete traffic signal modifications at Lovers Lane and Walnut Avenue to accommodate east/westbound four lanes. The estimated cost of this project is $2,000,000. The second project will construct a landscape median between Caldwell Ave and Walnut Avenue. The estimated cost: of these improvements is $745,000.

Walnut Avenue
The street is a two-lane city street that is currently posted as a 50 mile per hour speed zone west of Lovers Land and a 55 mile per hour speed zone east of Lovers Lane. The street is designated as an Arterial in the City's General Plan.

Tulare Avenue
Is a two-lane city street which is designated as a collector street in the City's General Plan. The street is currently posted as a 40 mile per hour speed zone.

K Road
Is a two-lane city street which is designated as a collector street in the City's General Plan. The street is currently an unposted 55 mile per hour speed zone.

Pinkham Street
Is a two-lane city street which is designated as a collector street in the City's General Plan. The street is currently posted as a 40 mile per hour speed zone.

McAuliff Street
Is a two-lane city street which is designated as a collector street in the City's General Plan. The street is currently an unposted 55 mile per hour speed zone.

Traffic Counts

According to the Institute of Transportation Engineers' *Traffic Impact Analyses for Site Development*, the overall purpose of a traffic impact study is to determine the project impacts that are likely to occur to the surrounding street system. In order to accomplish this, analysts need to determine what occurs when the peak of the project generated traffic is combined with the peak of the surrounding street traffic. The publication states that "peak periods [of adjacent streets and highways] are generally the weekday morning (7-9 a.m.) and evening (4-6 p.m.) peak hours, although local area characteristics occasionally result in other peaks (e.g., at major shopping or recreational centers).

On October 15, 2024, National Data & Surveying Services completed traffic counts between 7am and 9am and 4pm and 6pm at the designated intersections. That traffic data suggested that the peak hours were generally from 7:30 to 8:30am and from 4:30 to 5:30pm. The existing AM and PM traffic counts at the study intersection are shown in **Figure 3**.

Existing Conditions (2024)

Existing levels of service at the study intersection were assessed using the current lane configurations and using the existing weekday peak hour traffic volumes (shown in **Figure 3**). Level of service for existing conditions is summarized in **Table 1**. Calculations for the existing conditions are included in **Appendix A.**

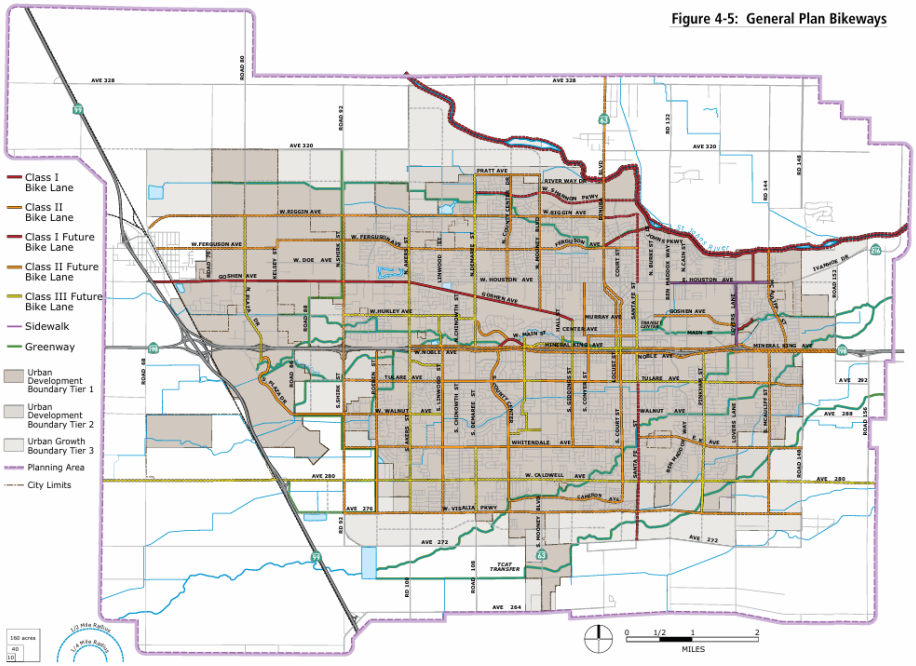
Table 1:
Existing Conditions
Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Vehicle Delay	LOS	Vehicle Delay	LOS
Walnut at Pinkham (signal)	25.6	C	25.8	C
Walnut at McAuliff (stop signs)	9.0	A	11.9	B
Lovers Ln at Tulare (signal)	19.6	B	24.1	C
Lovers Ln at K Rd (stop sign)				
Eastbound approach	11.0	B	11.5	B
Northbound approach	0.7	A	0.5	A
Southbound approach	0.1	A	0.2	A

Based on the existing conditions assessment, all four intersections are currently operating above the City of Visalia's level of service standard of "D".

Bicycles

The City of Visalia Bikeway Plan (2011) is intended to guide bikeway policies, programs and facility improvements to improve safety, comfort and convenience for all bicyclists in the community. The City's Bike Plan proposes a number of bike paths and bike lanes to be developed in the future. The following describes the existing and planned bike facilities surrounding the Hub Project Site.



Lovers Lane
There are no bike facilities planned for this street.

Walnut Avenue
There are no bike facilities planned for this street.

Tulare Avenue
The City Bike Plan proposes Class II and Class III bike lanes along this portion of Tulare Avenue.

K Road
The City Bike Plan proposes Class III bike lanes along this portion of K Road.

Pincham Street
The City Bike Plan proposes Class II bike lanes along this portion of Pinkham Street.

McAuliff Street
This street currently is striped for Class II bike lanes.

Transit

The City of Visalia operates Visalia Transit which provides service within the community as well as to and from Tulare, Exeter, Farmersville and Goshen. Visalia Transit currently operates 14 fixed-routes along with a seasonal shuttle to Sequoia National Park. On-demand services are also provided within the service area for door-to-door trips.

The hours of operation are Monday through Friday from 6:00am to 9:30pm and on Saturday and Sunday from 8:00am to 6:30pm. The service does not operate on New Year's Day, Easter, Memorial Day, Independence Day, Thanksgiving and Christmas Day. Limited service is provided on President's Day, Labor Day, Christmas Eve and New Year's Eve.

Regular general fare is $1.75 and the discount senior fares are available for $0.85.

One route, Route 9, provides fixed route service to the Hub Project along Walnut Avenue. Weekday service is provided every 45 minutes, while weekend service is provided every hour and a half. A bus stop is located on the north side of Walnut Avenue in front of the existing mini-mart just west of Lovers Lane and one located on the south side of the street at the intersection of Cedar Court at Walnut Avenue. As part of the Hub Project, a new bus stop will be built by the developer along Walnut Avenue at the northeast corner of Walnut at Cedar. This bus stop will provide enhanced westbound access for the Hub Project as well as the surrounding neighborhoods.

Figure 4 shows the relationship of the Hub Project to Route 9.

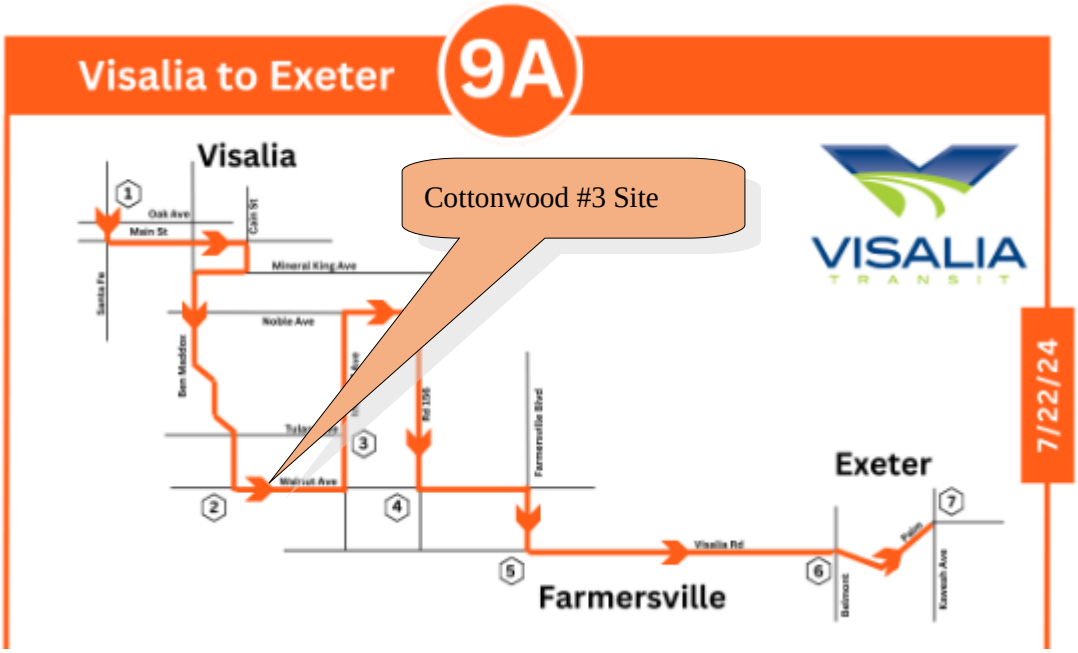


FIGURE 4: Visalia Transit Route Map

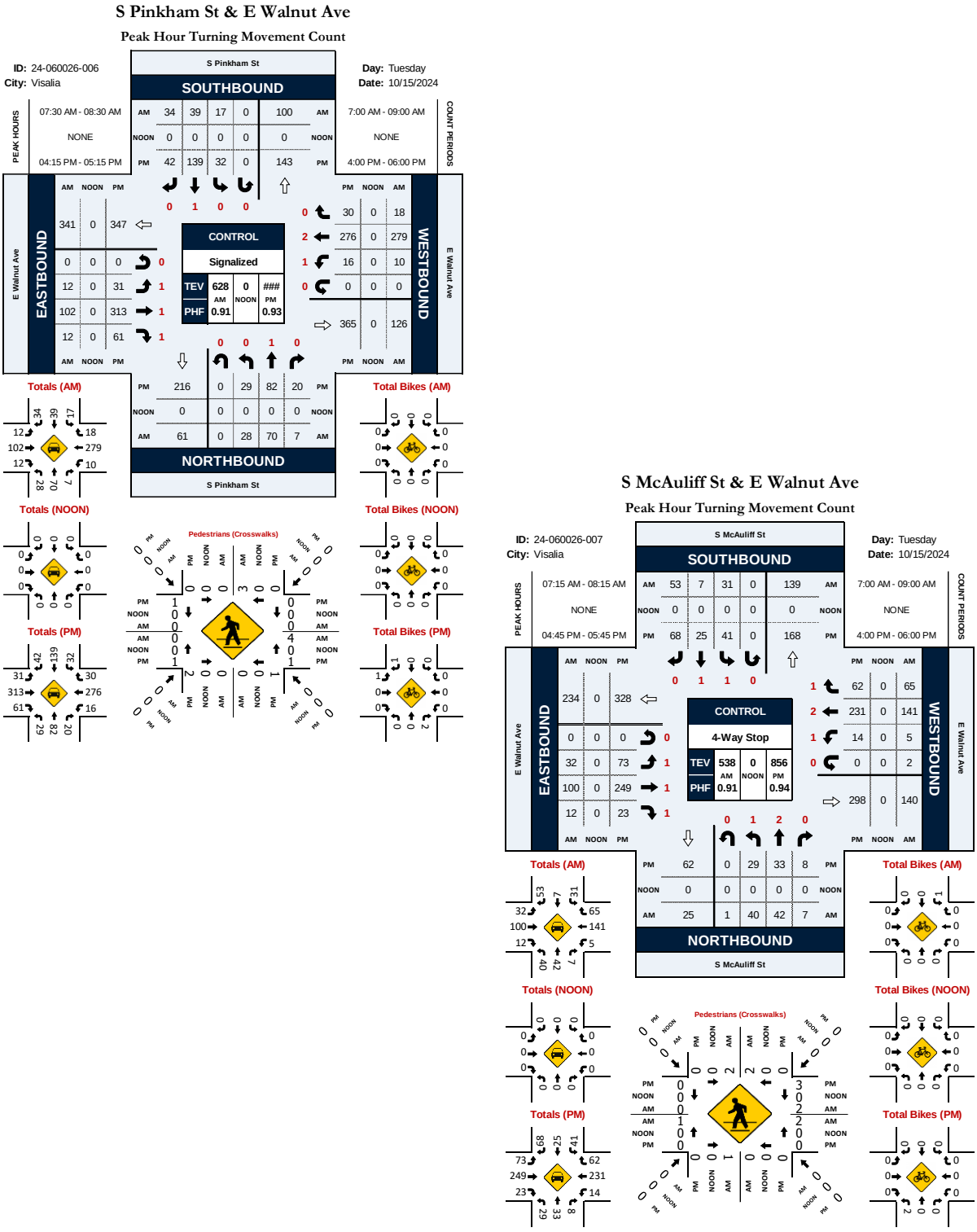


FIGURE 3: Existing Traffic Counts

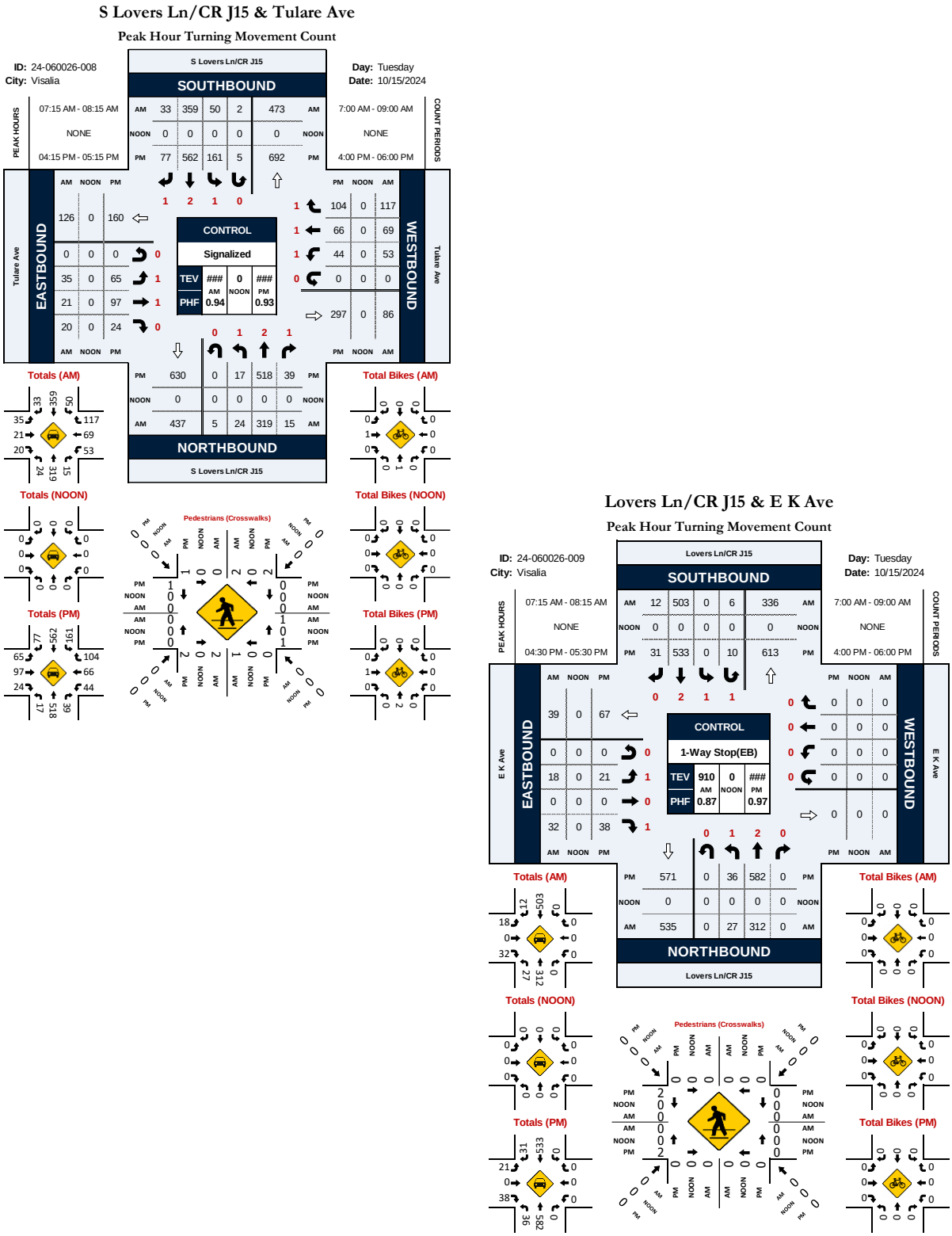


FIGURE 3: Existing Traffic Counts

CHAPTER 3 – PROJECT DESCRIPTION

The Hub is proposed as a retail/commercial center with possible office land uses. The Project is to be located on the northwest corner of the intersection of Lovers Lane at Walnut Avenue. The site is approximately 8.3 acres. As currently visioned, the Hub Project will include a grocery store, a health club, potentially office space, retail uses, a drive-thru coffee shop, two drive-thru fast food restaurants and a car wash.

Figure 5 shows the proposed site plan. Access will be provided through a single driveway on Walnut Avenue and a driveway on Lovers Lane. The Project site will have medians on both Lovers Lane and Walnut Avenue. The Lovers Lane median currently exists, while the Hub Project will construct the median along Walnut Avenue between Lovers Lane and Cedar Street to the west. The Hub Project will also introduce a new cul-de-sac street on the northern boundary of the site. The driveway on Walnut is proposed to be serviced with a right-in and right-out driveway along with an eastbound left turn lane built into the new median. This median opening would be constructed to prohibit exiting traffic turn left onto Walnut Avenue. The existing median in Lovers Lane is proposed to be modified to provide for only a northbound left turn movement into the new cul-de-sac street.

Figure 6 shows the proposed Walnut Avenue Median layout and Figure 7 provides additional details for the layout along Walnut Avenue.

Project Trip Generation

New trips generated by the Hub Project were estimated using the Institute of Transportation Engineer's *Trip Generation Manual.* This publication provides average rates of trip generation for different land uses and relates these to dwelling units (residential). Trip generation rates are provided for weekdays along with the proportion of trips that are inbound or outbound from the development. The resulting Project trip generation is shown in **Table 2**. These trips represent the total volumes entering or exiting the Project site. They do not represent total new trips, which are described in the following section.

Table 2
The Hub
Trip Genreation

Land Use	Sq. ft.	Land Use Code	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
				Enter	Exit	Enter	Exit
Grocery	18,500	850	2,082	31	22	99	99
Anchor (Health club)	19,900	492	-	13	13	48	37
Office/Retail	9,800	821	662	11	6	25	26
Retail	2,800	821	189	3	2	7	8
Coffee w/drive thru	2,450	937	1,307	107	103	48	48
Food w/drive-thru	3,250	934	1,519	74	71	56	51
Food w/drive-thru	3,250	934	1,519	74	71	56	51
Car Wash	4,765	948	-	-	-	39	39
Totals	**64,715**		**7,278**	**313**	**288**	**378**	**358**

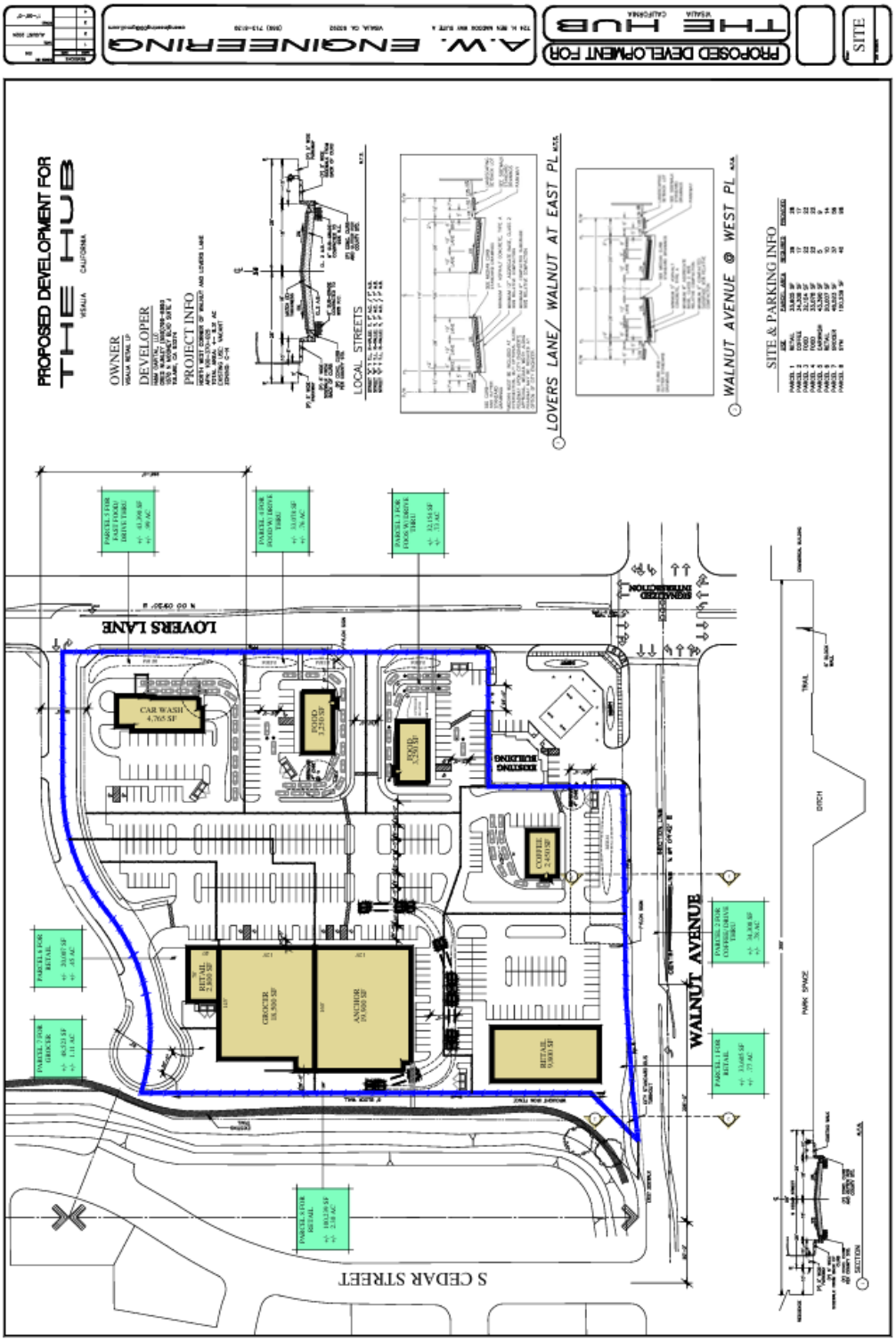


FIGURE 5: The Hub Project

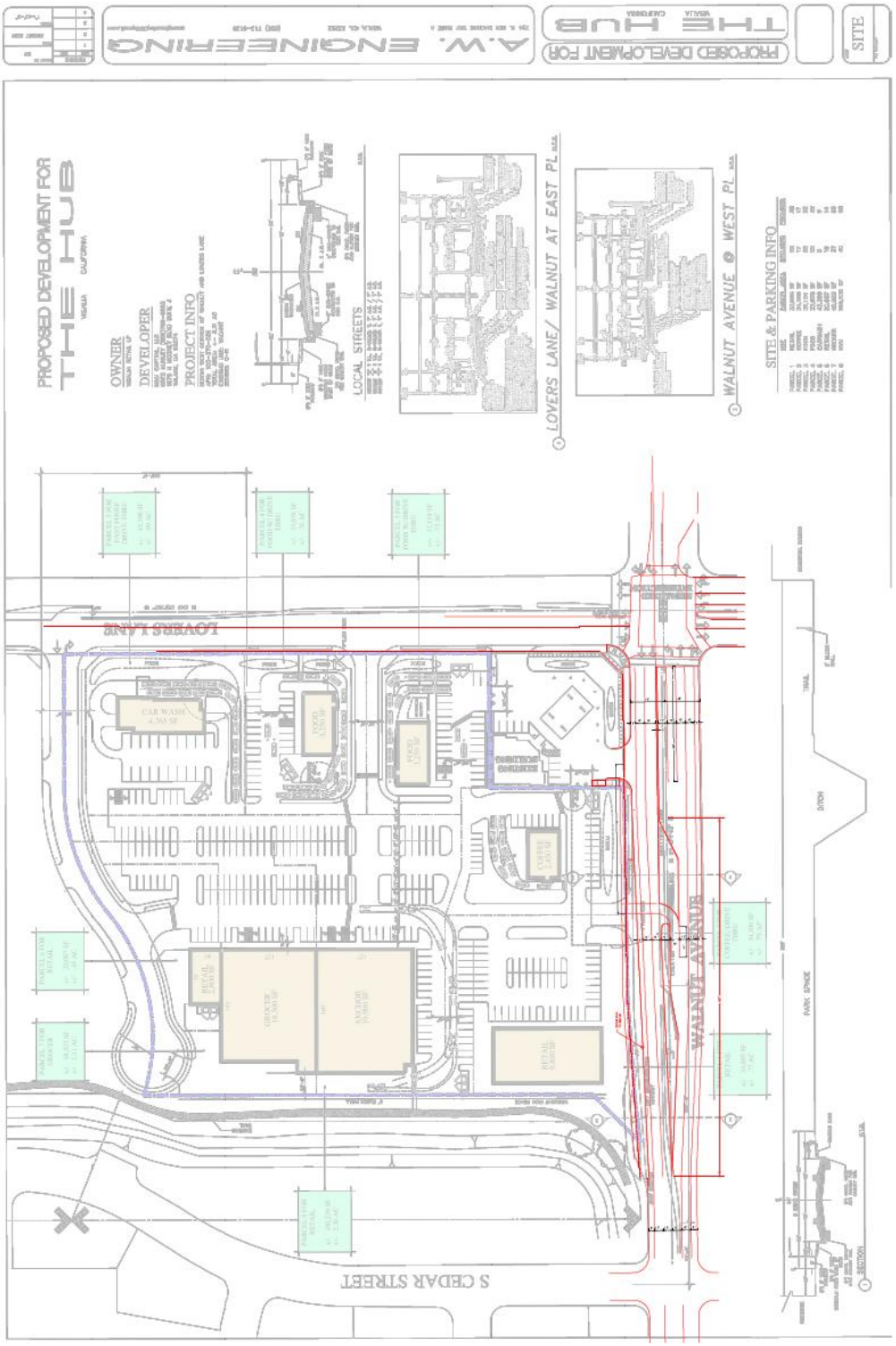


FIGURE 6: Walnut Avenue Median Proposal

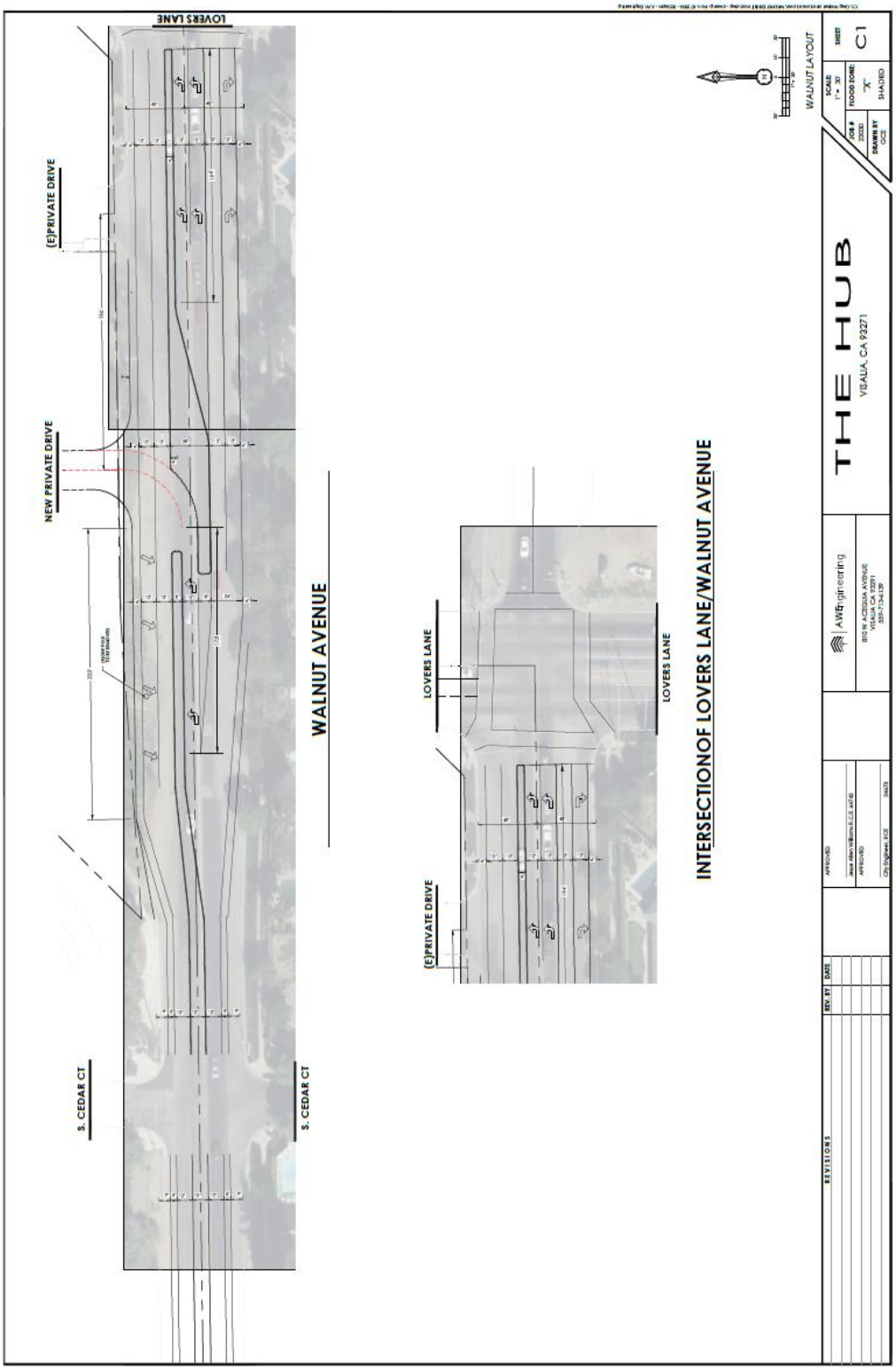


FIGURE 7: Walnut Avenue Layout Diagram

Project Pass-by Trips

Pass-by trips refer to traffic that is present on a roadway adjacent to a land use project for reasons other than accessing the project and that enters the project. The ITE Trip Generation Manual, defines pass-by trips as an intermediate stop on the way from an origin to a primary trip destination without route diversion. The Trip Generation Manual provides guidance on potential pass-by trips for selected land uses (generally, retail and commercial). This guidance is in the percentage of pass-by trips made to and from a particular land use.

Table 3
The Hub
Application of Pass-by Trips

Land Use	Land Use Code	AM Peak Hour %	PM Peak Hour %	AM Peak Hour Trips		PM Peak Hour Trips	
				Enter	Exit	Enter	Exit
Grocery	850	0%	24%	31	22	75	75
Anchor (Health club)	492	0%	0%	13	13	48	37
Office/Retail	821	0%	40%	11	6	15	16
Retail	821	0%	40%	3	2	4	5
Coffee w/drive thru	937	90%	98%	11	10	1	1
Food w/drive-thru	934	50%	55%	37	36	25	23
Food w/drive-thru	934	50%	55%	37	36	25	23
Car Wash	948	0%	0%	-	-	39	39
Totals				**143**	**124**	**233**	**218**

Table 3 shows the estimated AM and PM peak hour pass-by percentage for each of the proposed land uses for the Hub Project. It should be noted that pass-by percentages are limited and some are available for only PM peak hours, some not at all and some for both AM and PM peak hours. Applying the ITE pass-by rates, the Hub's estimated additional (new) vehicle trips are 267 new trips in the AM peak hour and 451 new trips in the PM peak hour. The balance of the Project's trips shown in Table 2 will come from the existing traffic volumes along both Walnut Avenue and Lovers Lane. Figure 8 shows the estimated driveway volumes which include pass-by traffic.

Project Trip Distribution

The Hub Project distribution was developed from existing volumes of traffic surrounding the site. These percentages were used to distribute project trips to the driveways. **Table 4** shows the trip distribution for both AM and PM peak hour trips to and from the Hub Project. The distribution of the Hub Project trips will be limited to only those additional trips added as a result of the Project. Pass-by trips will remain in the existing traffic streams at the study intersections and are accounted for in the existing traffic counts.

Table 4
The Hub
Trip Distribution (percentage)

Peak Hour	**AM**		**PM**	
Direction	In	Out	In	Out
North	39%	27%	33%	31%
South	30%	39%	32%	31%
East	21%	11%	17%	19%
West	11%	23%	19%	18%
	100%	100%	100%	100%

Project Trip Assignment

The specific project trip assignments at the intersections are shown in **Figure 9.** The assignments have been completed to reflect existing traffic volumes in the surrounding intersections.

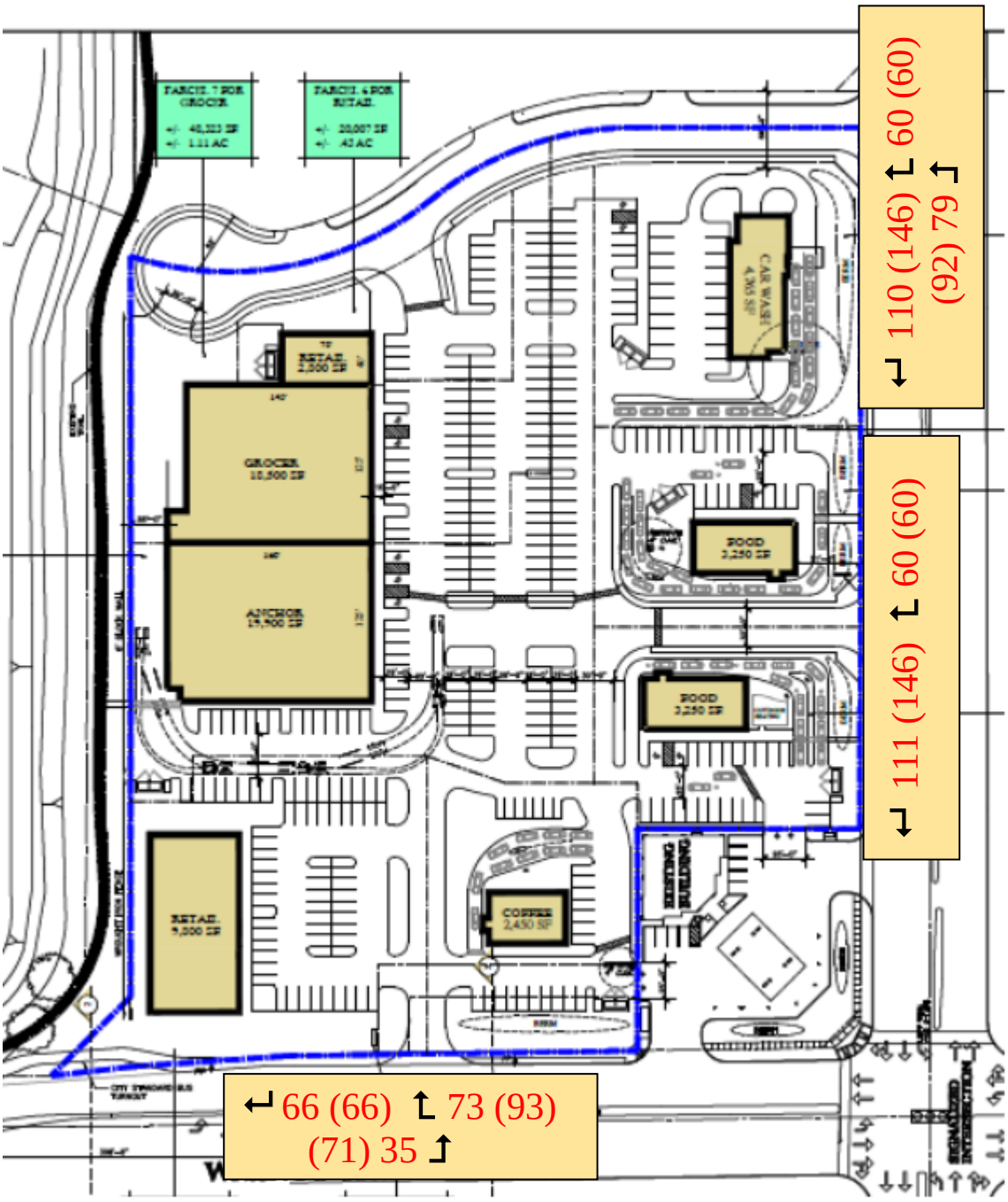
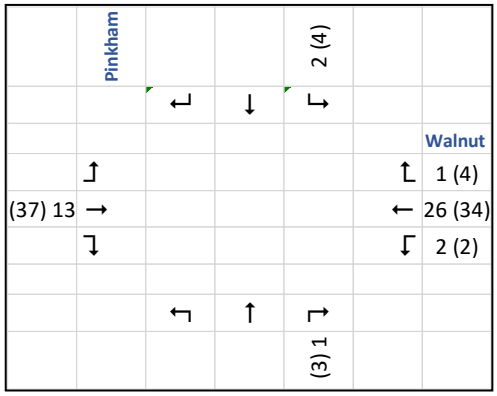
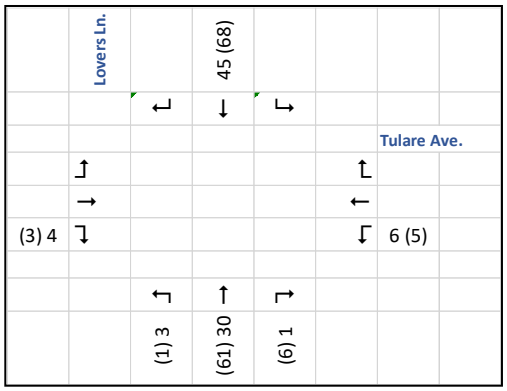


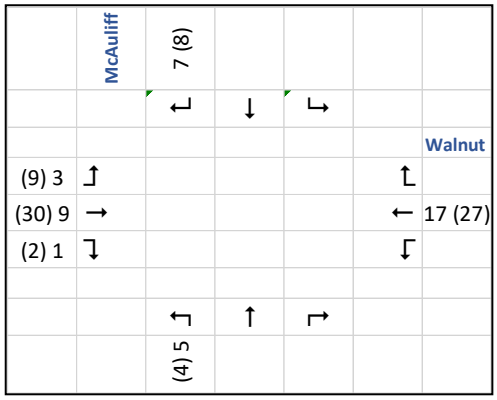
FIGURE 8: Trip Assignment at Driveways & Cul-de-sac Entrances



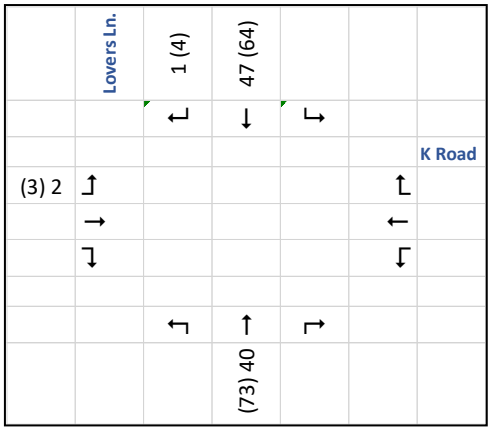
Walnut at Pinkham



Lovers at Tulare



Walnut at McAuliff



Lovers at K Road

FIGURE 9: Trip Assignment at Study Intersections

CHAPTER 4 – CONDITIONS WITH PROJECT

The conditions with trips generated from the Hub Project were assessed by adding the Project's trips to the existing traffic volumes which are shown in **Figure 3**. The Project's trip assignment is shown in **Figure 9**, which were added to the existing volumes to estimate the existing plus Project volumes. The combined peak hour traffic volumes used for this assessment are shown in **Figure 10**. The lane configurations at the intersection with the completion of the Hub Project were assumed to remain the same as existing. The Level of Service Calculations for the Existing plus the Project can be seen in **Appendix B.**

Table 5
Existing PLUS the Hub Project Conditions
Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Vehicle Delay	LOS	Vehicle Delay	LOS
Walnut at Pinkham (signal)	20.7	C	25.8	C
Walnut at McAuliff (stop signs)	9.4	A	13.1	B
Lovers Ln at Tulare (signal)	19.4	B	23.8	C
Lovers Ln at K Rd (stop sign)				
Eastbound approach	11.4	B	12.2	B
Northbound approach	0.6	A	0.5	A
Southbound approach	0.1	A	0.2	A

Based on the Existing plus Hub Project conditions assessment as shown in **Table 2**, the intersections are projected to operate above the City's level of service target standard of D.

Opening Day Project Mitigation

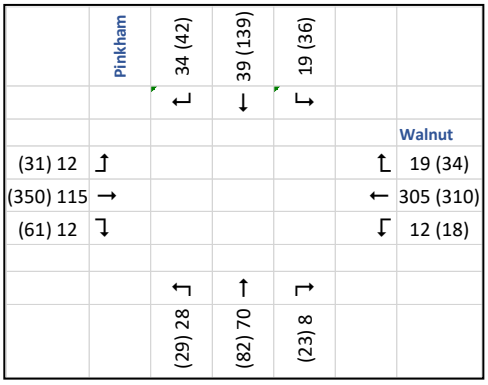
With the level of service predictions shown in Table 2 the Hub Project should be limited to the standard improvements along the frontages with Lovers Lane and Walnut Avenue. This includes median improvements on Lovers Lane as well as the introduction of a median in Walnut Avenue between Cedar Street and Lovers Lane. It should be noted that as part of the improvements along Walnut Avenue the Hub Project will construct a bus turn out near the Walnut at Cedar intersection.

Payment of City Impact Fee

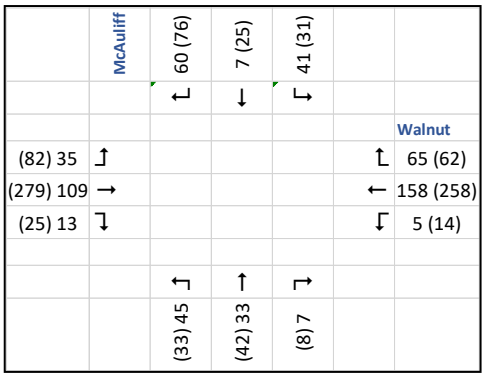
The Hub Project will contribute to the overall circulation system through the payment of the City's Traffic Impact Fee. This fee will be used to fund and construct street improvements throughout the City including the programmed improvements along Walnut Avenue as described in the City's Capital improvement Program. Based on the current fee structure the Hub Project is estimated to contribute approximately $1.2 million to this City fund.

Table 6
The Hub Project
Transportation Impact Fee
(estimated)

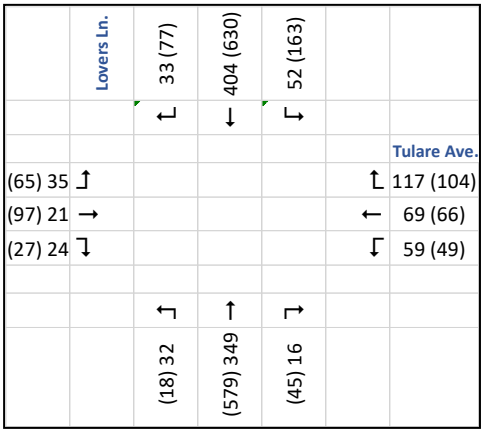
Commercial - Gen Retail Rate (per 1,000sf)		$18,735
Total Square Footage		64,715
	Total Fee	**$1,212,436**



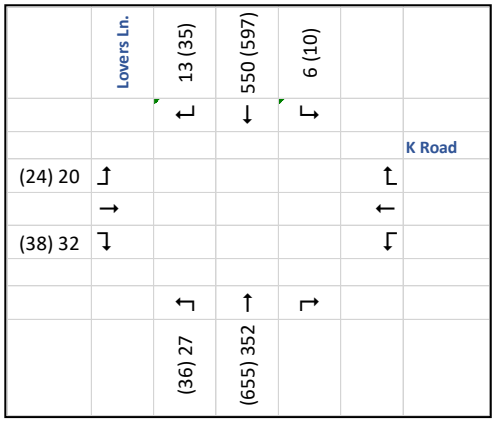
Walnut at Pinkham



Walnut at McAuliff



Lovers at Tulare



Lovers at K Road

FIGURE 10: Existing Plus the Hub Traffic Counts

Median Left Turn Lanes

The City of Visalia has requested additional information regarding the potential traffic demand that is projected to use the median breaks along Walnut Avenue and Lovers Lane to access the Hub Project site. Reference is made to the Caltrans Highway Design Manual (2022), Chapter 400 – Intersections at Grade, 405.2 Left-turn Channelization, Section 2 (e) Storage Length – At unsignalized intersections, storage length may be based on the number of turning vehicles likely to arrive in an average 2-minute period during the peak hour. At a minimum, space for 2 vehicles should be provided at 25 feet per vehicle. If the peak hour truck traffic is 10 percent or more, space for at least one passenger car and one truck should be provided.

Using this guidance, the following discussion reviews potential traffic demand at each of the three project site driveways or access street.

Walnut Avenue Driveway Median Left Turn Lane

This location will be governed by the lack of a traffic signal regulating the approach traffic. This will result in uncontrolled arrivals. The demand is estimated to total 71 eastbound PM peak hour turns entering the Hub site. Assuming a uniform arrival rate over this peak hour, a vehicle per minute would be entering the turn pocket. Using the guidance, in a 2-minute period, 2 vehicles would arrive. Additionally, assuming one delivery truck arrives during that time, the following formula would yield the estimated left turn pocket storage requirements:

2 vehicles x 25 feet/vehicle + 1 truck x 50 feet/truck = 100 feet of storage

As proposed, the median left turn lane shown on Walnut Avenue is approximately 175 feet in length.

Cul-de-sac Median Left Turn Lane

This location will be governed by the traffic signal located at Lovers Lane and Walnut Avenue, which will regulate the approach traffic. This will result in controlled arrivals. The demand is estimated to total 92 northbound PM peak hour turns entering the Hub site. Assuming a traffic signal cycle length of 100 seconds, a total of 36 signal cycles will be completed every hour. Using the number of cycles and assuming a uniform arrival rate, the resulting vehicle arrivals would be approximately 2.6 vehicles per signal cycle. For calculation purposes assume 3 and applying the guidance, in a 2-minute period, 6 vehicles would arrive. Additionally, assuming one delivery truck arrives during that time, the following formula would yield the estimated left turn pocket storage requirements:

6 vehicles x 25 feet/vehicle + 1 truck x 50 feet/truck = 200 feet of storage

The proposed the median left turn lane shown on Lovers Lane which would serve the new cul-de-sac should be designed with a minimum of this length with special consideration of the existing southbound left turn lane at the intersection of Lovers Lane at Walnut Avenue and the existing northbound left turn lane located in Lovers Lane north of the site

CHAPTER 5 – 2029 CONDITIONS

The third assessment requested by the City of Visalia is an evaluation 5-years in the future. The 2029 conditions analysis was developed beginning with output from the Tulare County Association of Governments' Regional Traffic Model. A 2029 traffic model run was completed and those projected traffic volumes were used to estimate growth rates at the study intersections. Table 8 shows the 5-year growth rate estimates using the 2024 traffic counts collected in October 2024 and the projected 2029 segment volumes from the Traffic Model. Three of the four study intersections show a growth rate of between 27% and 64%, while one intersection (Walnut at McAuliff) shows a negative growth in the Traffic Model. Assuming this is an anomaly, an assumed growth rate of 25% was used for this location. Figure 11 shows the projected turn movements at the study intersections.

Table 8
2029 Growth Rates
from TCAG Model Growth Rates
based on PM peak hour volumes

	Existing	2029	Growth	%
Lovers at Tulare	574	731	157	27%
Lovers at K	574	835	261	45%
Walnut at Pinkham	322	527	205	64%
Walnut at McAuliff	345	205	-140	-41%

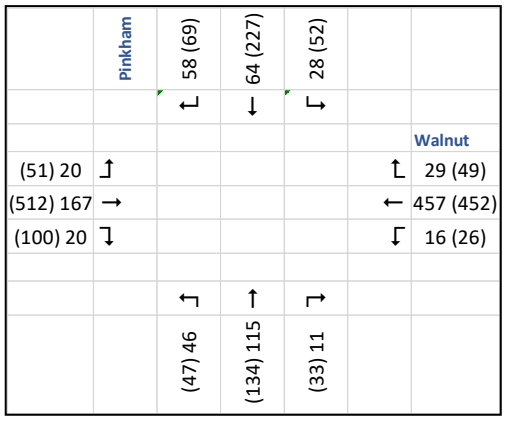
It should be noted that the City of Visalia has a street improvement project programmed on Walnut Avenue at its intersection with Lovers Lane. That project is planned to modify the existing traffic signal to accommodate additional east and westbound bound lanes. It is anticipated that this project will be completed by 2029.

The 2029 conditions were assessed using the future traffic volumes which are shown in **Figure 11**. The existing lane configurations at the intersections were assumed to remain the same in 2029. The Level of Service Calculations for the 2029 conditions in **Appendix D.**

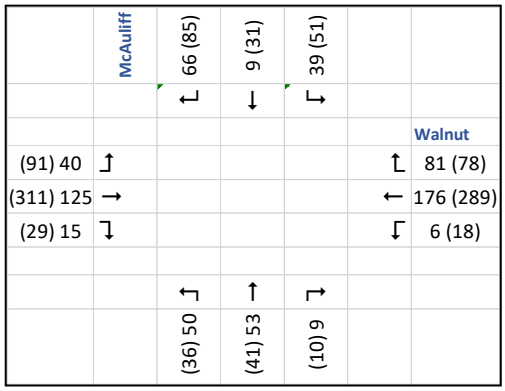
Based on the 2029 traffic volumes and the existing lane configurations at the study intersections the future conditions assessment is shown in **Table 8**, Based on those evaluations the study intersections are projected to operate above the City's level of service target standard of D.

Table 8
2029 Conditions
Level of Service

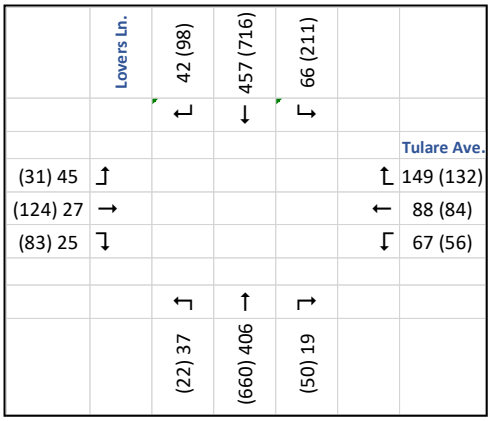
Intersection	AM Peak Hour		PM Peak Hour	
	Vehicle Delay	LOS	Vehicle Delay	LOS
Walnut at Pinkham (signal)	23.9	C	37.8	D
Walnut at McAuliff (stop signs)	9.9	A	15.3	C
Lovers Ln at Tulare (signal)	20.6	C	30.1	C
Lovers Ln at K Rd (stop sign)				
Eastbound approach	13.0	B	14.2	B
Northbound approach	0.8	A	0.6	A
Southbound approach	0.1	A	0.3	A



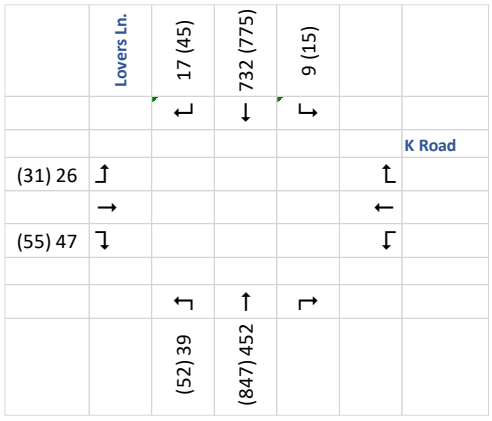
Walnut at Pinkham



Walnut at McAuliff



Lovers at Tulare



Lovers at K Road

FIGURE 11: 2029 Traffic Counts (estimated)

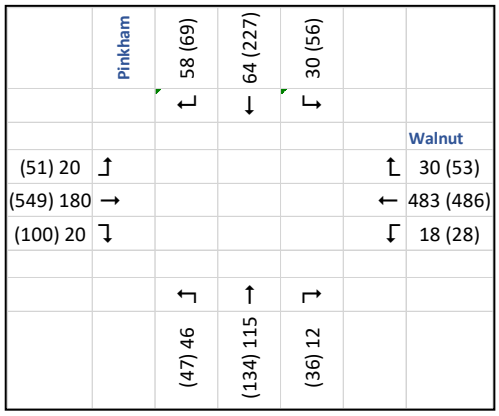
CHAPTER 6 – 2029 CONDITIONS WITH PROJECT

The 2029 conditions with the Hub Project were assessed by adding the Project's trips to the projected traffic volumes which were shown in **Figure 11**. The Project's trip assignment as shown in **Figure 9**, were added to these volumes and the resulting 2029 with the Hub Project volumes are shown in **Figure 12**. The lane configurations at the intersections were assumed to remain the same as existing. The Level of Service Calculations for the 2029 plus the Project can be seen in **Appendix E.**

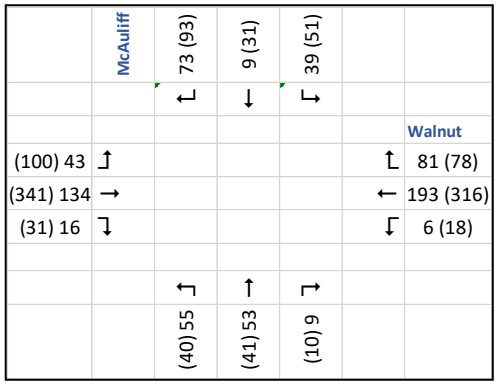
Based on the 2029 plus Hub Project conditions assessment as shown in **Table 9**, the intersections are projected to operate above the City's level of service target standard of D.

Table 9
2029 PLUS the Hub Project Conditions
Level of Service

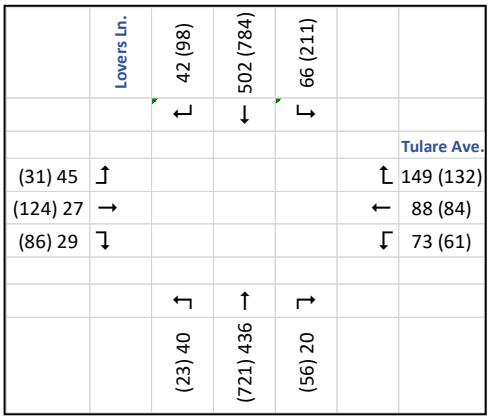
Intersection	AM Peak Hour		PM Peak Hour	
	Vehicle Delay	LOS	Vehicle Delay	LOS
Walnut at Pinkham (signal)	23.7	C	39.3	D
Walnut at McAuliff (stop signs)	10.2	B	17.8	C
Lovers Ln at Tulare (signal)	20.5	C	30.2	C
Lovers Ln at K Rd (stop sign)				
Eastbound approach	13.6	B	15.2	C
Northbound approach	0.7	A	0.6	A
Southbound approach	0.1	A	0.3	A



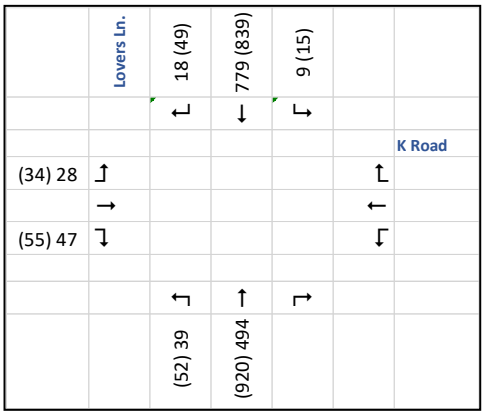
Walnut at Pinkham



Walnut at McAuliff



Lovers at Tulare



Lovers at K Road

FIGURE 12: 2029 PLUS the Hub Project Traffic Counts

CHAPTER 7 – VEHICLE MILES TRAVELLED ASSESSMENT

On March 2021 the City of Visalia issued guidelines to assist in Implementing Vehicle Miles Traveled Thresholds in the California Environmental Quality Act as required by SB 743. Pursuant to the City of Visalia Guidelines, the City has determined that the Hub Project is exempt from the requirement of a vehicle mile travelled evaluation.

Appendix A
Existing Conditions
Level of Service Calculations

Appendix B
Existing Plus the Hub Project Conditions Level of Service Calculations

Appendix C
TCAG Regional Traffic Model – 2029 Year Traffic with and without the Hub Project

S

Steven L Ingoldsby

To me, Roberto

Charley,

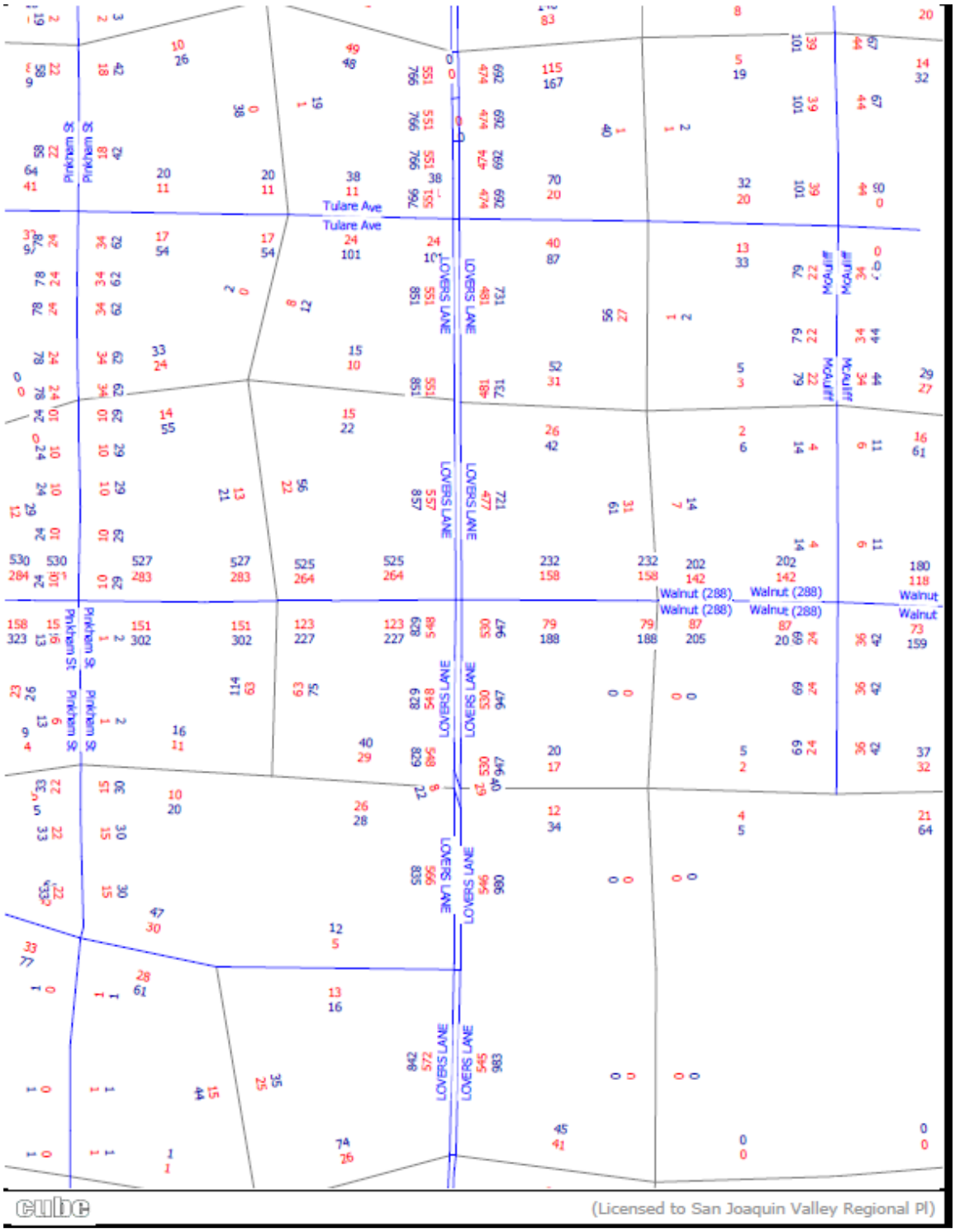
Attached are the results from the models runs. The two files are 2029 No Project and 2029 with the Hub Project. The scenario with the Hub Project was run with the fratar post process and the Select Link volumes are posted.

A01_Vol is red and P01_Vol is purple for the no project model run.
A01_Vol_SL1 is red and P01_Vol_SL1 is purple for the Hub Project model run.

Please let me know if you have any questions.

Regards,

Steven Ingoldsby
Senior Regional Planner
Tulare County Association of Governments
singoldsby@tularecag.ca.gov
559-623-0450



TCAG's 2029 Traffic Model Run WITHOUT the Hub Project

Appendix D
2029 Conditions
Level of Service Calculations

Appendix E
2029 Conditions with the Hub Project Level of Service Calculations

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

September 30, 2024

Site Plan Review No. 2024-130-1-1-1-1-1:

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 **August 21, 2024**. 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	August 21, 2024
SITE PLAN NO.	2024-130-1-1-1-1-1
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 7:30 a.m. and 5:00 p.m., Monday through **Thursday, offices closed on Fridays.**

☑ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☑ PLANNING COMMISSION ☐ PARK/RECREATION

☑ MCUP, TPM

☐ 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

Josh Dan, Planning Division, 559-713-4003
Date: August 21, 2024

SITE PLAN NO:	2024-130-1-1-1-1-1
PROJECT:	The Hub – Commercial Development
APPLICANT:	GREG NUNLEY
OWNER:	VISALIA RETAIL LP
LOCATION:	NORTHEAST CORNER OF WALNUT AVE AND LOVERS LANE
APN:	000-014-381
GENERAL PLAN:	Neighborhood Commercial
ZONING:	C-N (Neighborhood Commercial)

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Tentative Parcel Map
- Master Conditional Use Permit
- Compliance with Active Transportation Plan policies
- Traffic Study
- Biological Study
- Noise Study
- Cultural Resource Study
- Compliance with General Plan Policy LU-P-67
- Compliance with General Plan Chapter 6: Open Space and Conservation

PROJECT SPECIFIC INFORMATION: August 21, 2024

1. Requirements and entitlements listed above are required for the item to proceed.
2. The retail building elevations from all sides shall be provided; additionally, the buildings shall be oriented in a manner consistent with the requirements of the General Plan.
3. Comply with the requirements of the Solid Waste Division, Traffic Engineering Division, and Engineering Division.
4. Comply with all other previous comments.

PROJECT SPECIFIC INFORMATION: July 31, 2024

5. Previous comments from multiple divisions have not been applied which impact the site design of the project site. Therefore, the site plan shall depict all comments, if comments are not addressed, the project will be removed from further Site Plan Review meetings.
6. Comply with the requirements of the Solid Waste Division, Traffic Engineering Division, and Engineering Division.
7. Comply with all other comments listed in the July 24, 2024, July 10, 2024, July 3, 2024, and June 19, 2024 SPR review.

PROJECT SPECIFIC INFORMATION: July 24, 2024

1. Previous comments from multiple divisions have not been applied to the site design of the project.
2. Site plan shall depict all setbacks and pedestrian connectivity/walkways to each parcel.
3. Local street to the north will not cross the creek however, it needs to be demonstrated as city standard local street ending in a cul-de-sac, submitted site plan depicts a private drive-aisle.

4. Car wash has been relocated to the northeast corner of the site along S. Lovers Lane, car wash shall be reoriented for blowers to face S. Lovers Lane.
5. Previous comments recommended that a seven-foot-tall block wall be placed adjacent to the Packwood Creek boundary line, however the site design shall follow the General Plan Figure 6-3 Neighborhood Commercial Sides onto the Creek and a 7-ft minimum block wall along loading docks of larger commercial establishments such as the grocer and anchor store.
6. Per General Plan Policy OSC-P-17, *"require that new development along waterways maintain a visual orientation and active interface with waterway."*
7. Turning template shall be required for the drive-thru food restaurant located at Parcel 3 to demonstrate circulation and potential traffic.
8. Per Transit Department a bus turn out lane is required, consult with Angelina DeRossett for more information, details and design at 559-713-4591, Angelina.Derossett@visalia.city
9. Per Solid Waste Division, 3-bin trash enclosure shall be required at each parcel, see Solid Waste Division comments for more information.
10. A Sign Program is recommended; one monument sign per street frontage will be allowed.
11. Comply with the requirements of the Solid Waste Division, Traffic Engineering Division, and Engineering Division.
12. Comply with all other comments listed in the July 10, 2024 SPR review below.

PROJECT SPECIFIC INFORMATION: July 10, 2024

1. The submittal has not addressed previous comments from multiple reviewers/divisions. All previous comments need to be addressed.
2. A Master Conditional Use Permit (MCUP) shall be required to address the numerous uses needing entitlement and to ensure that the site development ties together cohesively.
   a. Uses requiring entitlements (VMC Use Matrix Line Item):
      i. Drive-thrus within 250-ft of residential (D9)
      ii. Automated car wash facilities (A21)
      iii. Gymnasiums (R3)
      iv. Food stores less than 7,000 sq. ft. (R60)
3. Site plan shall depict all setbacks and pedestrian connectivity/walkways to each parcel.
4. Staff do not support the location of the car wash in its depicted location along Walnut Ave.
5. Per General Plan Policy OSC-P-10, *"ensure that building and vehicle service areas, loading docks, trash enclosures and storage areas are setback from waterways and/or screened from view from the creek corridor to minimize environmental and visual impacts."*
6. Per General Plan Policy OSC-P-12, *"where new development is proposed adjacent to a waterway within an established urban area, require public access be provided to Creekside and waterway trails, and that trails be dedicated, improved and maintained, consistent with an updated Waterways and Trails Master Plan."*
7. Per General Plan Policy OSC-P-17, *"require that new development along waterways maintain a visual orientation and active interface with waterway."*
8. A Sign Program is recommended.
9. Other information as needed.

PROJECT SPECIFIC INFORMATION: July 3, 2024

1. With placement of a grocery store, the project now complies with General Plan Policy LU-P-67, which requires that a shopping center development within the Neighborhood Commercial land use designation be anchored by a grocery store or similar business offering fresh produce, poultry, fish and meat.
2. A separate Site Plan Review shall be required for division of the project site.
3. All monument/pylon signage shall be setback a minimum five feet from property boundaries.

4. It is recommended that a seven-foot-tall block wall be placed adjacent to the Packwood Creek boundary line.
5. Note: Establishment of a gymnasium larger than 5,000 sq. ft. in the C-N Zone, drive-thrus within 250 feet of residential areas, creation of land locked parcels, and carwashes all require a Conditional Use Permit. The request will be processed as one Conditional Use Permit.
6. It is highly recommended that the carwash be relocated to the northeast most parcel, and be oriented away from residential areas.
7. A landscape plan, building elevations, floor plans, detailed site plan, and operational statement shall be provided with the TPM/CUP requests.
8. Landscape plans shall verify that a minimum 10% of the parking lot is landscaped.
9. Depict the location and size of any loading zones and/or loading docks.
10. Note the location, height, and material of all existing and proposed fencing.
11. Shared use/access/parking agreements shall be required.
12. If drive-thrus are proposed to remain, the applicant shall demonstrate compliance with the drive-thru performance standards listed in Visalia Municipal Code Section 17.32.161. It is recommended that only one drive-thru be proposed for the development.
13. Parking for shopping centers shall be provided at a rate of one stall per 225 sq. ft. of building area. Provide parking calculations verifying compliance with this standard.
14. Please note, per Visalia Municipal Code Section 17.32.050 "*No retail store, food store, or other commercial use with over 40,000 square feet of floor space shall be allowed in the C-N zone.*"
15. A photometric plan shall be provided. Plans shall verify that no more than 0.5 foot candles shall be produced at property boundaries.
16. Note if any compact stalls shall be provided on the site plan. If so, no more than 30% of the parking shall be for compact use, with no more than four compact stalls clustered in any one specific area.
17. A Biological Study shall be required.
18. A Cultural Study shall be required.
19. AB 52 tribal notification shall be conducted for this project.
20. Comply with the requirements of the Solid Waste Division, Traffic Engineering Division, and Engineering Division.
21. Consult with the City of Visalia Transit Division for the improvement and placement of transit stops for the development.
22. Consult with the Engineering Division regarding whether a public street will be placed along the northern boundary of the project site. Setbacks and other standards may be affected depending on the response.
23. Comply with requirements related to the removal of Valley Oak trees onsite.
24. It is recommended that a master sign program be development for the project. This would be processed along with the Conditional Use Permit request.
25. The site plan shall be revised to accurately depict the boundaries of Packwood Creek and the adjacent City trail.
26. Comply with all other comments listed in the June 19, 2024 SPR review below.

PROJECT SPECIFIC INFORMATION: June 19, 2024

1. Proposed project site is zoned C-N (Neighborhood Commercial) and per VMC 17.18.010, the purpose and intent of C-N is to provide small-scale commercial development that primarily serves the surrounding areas, shall be integrated into neighborhoods in terms of design, with negative impacts minimized, with multimodal access, and context-sensitive design.
2. Proposed commercial development shall comply with the General Plan Policy LU-P-67 and shall be anchored by a grocery store or similar business offering fresh produce, poultry, fish and meat.
3. It appears to be an oversaturation/concentration of drive-thrus, therefore the project does not meet the purpose and intent of the General Plan Policies for neighborhood commercial sites.

4. Development shall also require design measures that create a walkable environment and require local street and/or pedestrian connections per the General Plan policies for neighborhood commercial sites.
5. Project site is adjacent to multi-use paths and existing and future Class IV bike lanes, and high-density residential zoning to the north and therefore shall comply with the Active Transportation Plan (ATP).
6. Per ATP, Implementation Policies section 5.2, Policy 1.9, new development shall create landscape and lighting districts to fund the maintenance of infrastructure, including active transportation elements, along major roadways.
7. Per ATP, Implementation Policies section 5.2, Policy 2.3, pedestrian/bicycle connections from contemporary subdivision designs to surrounding arterials and collectors, bicycle parking at shopping, employment and recreational centers, and bikeways on new collector and arterial roadways.
8. Per ATP, Implementation Policies section 5.2, Policy 6.1, inclusion of amenities, such as benches, trash containers, landscaping, or art, in pedestrian improvement projects.
9. Per ATP, Implementation Policies section 5.2, Policy 8.2 and 8.3, developer is encouraged to secure bicycle parking as well as provide a variety of support facilities such as secure and convenient bicycle parking and shower/locker facilities.
10. A Tentative Parcel Map (TPM) shall be required if the site is to be subdivided.
11. Per VMC Table 17.25.030, car wash (both self-service and/or automated), a Conditional Use Permit (CUP) shall be required in the C-N zone. Based on the orientation and the current location, a car wash is not supported by staff, due to the proximity to residences and noise impacts.
12. Any car wash proposed on site shall require a noise study.
13. A CUP shall be required for drive-thrus 250-ft or less from the nearest residence or residentially zoned property.
14. A traffic study shall be required.
15. An operational statement is required indicating hours of operation of each use, type of use, number of employees, etc.
16. A minimum of 10% of the parking lot shall be landscaped and continuously maintained.
17. Not more than ten (10) consecutive parking stalls shall be allowed without an approved landscaped tree well of more than eight (80) square feet or more.
18. A bus stop is located near the proposed site and potential impacts such as a bus turn out lane may be required.
19. Per site plan, a drive aisle is proposed between Parcel 1 and the existing building at the southeast corner of Lovers Lane and Walnut Ave, there is an existing trash enclosure located near that drive aisle on the existing building site, please be aware as it may have impacts on drive aisle and call out on updated site plan.

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):

- **17.18 Commercial Zones**
- **17.25.030 Zone Use Matrix**
- **17.30 Development Standards**
- **17.34 Off-street parking and loading facilities**
- **17.36 Fences Walls and Hedges**

Accessible at https://codelibrary.amlegal.com/codes/visalia/latest/overview

Applicable sections of the Visalia Active Transportation Plan (ATP), Section 5.2 Implementation Policies:

- **Policy 1.9**
- **Policy 2.3**
- **Policy 6.1**
- **Policy 8.2**
- **Policy 8.3**

Accessible at
https://www.visalia.city/depts/community_development/engineering/active_transportation_plan_(atp).asp

Applicable sections of the Visalia General Plan:

- **Chapter 2: Land Use**
  - Section 2.10: Neighborhood Retail for Walkable Neighborhoods (pg. 2-49)
  - Section 2.10: Policy LU-P-67 Neighborhood Commercial development (pg. 2-52)
- **Chapter 6: Open Space and Conservation**
  - Policy OSC-P-10: Screening (pg. 6-7)
  - Policy OSC-P-12: public access to Creekside and waterway trails (pg. 6-7)
  - Policy OSC-P-17: New development along waterways (pg. 6-8)
  - Figure 6-3: Neighborhood Commercial Sides onto the Creek (pg. 6-9)

Accessible at https://www.visalia.city/depts/community_development/planning/gp.asp

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: 


S Lovers Lane
Packwood Creek
E Walnut Ave

BUILDING/DEVELOPMENT PLAN REQUIREMENTS
ENGINEERING DIVISION

☒	**Edelma Gonzalez**	**713-4364**
☐	**Luqman Ragabi**	**713-4362**
☐	**Sarah MacLennan**	**713-4271**

ITEM NO: 2 DATE: AUGUST 21ST, 2024

SITE PLAN NO.:	**24-130-1-1-1-1-1**
PROJECT TITLE:	**THE HUB**
DESCRIPTION:	**COMMERCIAL DEVELOPMENT**
APPLICANT:	**GREG NUNLEY**
PROP OWNER:	**VISALIA RETAIL LP**
LOCATION:	**NORTHWEST CORNER OF WALNUT AVE AND LOVERS LANE**
APN:	**000-014-381**

SITE PLAN REVIEW COMMENTS

☒REQUIREMENTS (indicated by checked boxes)
☒Install curb return with ramp, with ***35'*** radius; ***SCE OF LOVERS LANE AND LOCAL STREET.***
☒Install curb; ☒gutter
☒Drive approach size: ☐Use radius return; ***REFER TO COMMERCIAL STANDARDS. NOTE: DRIVE LOCATION SUBJECT TO ACCESS RIGHTS PER PARCEL MAP 4277.***
☒Sidewalk: ***6'*** width; ☒ ***9'*** parkway width at ***MATCH EXISTING AT WALNUT AVE AND LOVERS LANE***
☒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; ***SEE ADDITIONAL COMMENT***
☒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. ***CONNECT TO SD MAIN ON LOVERS LANE***
☒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. ***PROVIDE EG ELEVATION OF ADJACENT PROPERTY***

☒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. ***WALNUT AVE AND LOVERS LANE***

☐Traffic indexes per city standards:

☒Install street striping as required by the City Engineer. ***AT TIME OF CIVIL DESIGN***

☒Install landscape curbing (typical at parking lot planters). ***PER ON-SITE DESIGN***

☒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. ***REQUIRED WITH FRONTAGE IMPROVEMENTS***

☒Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. ***REQUIRED WITH FRONTAGE IMPROVEMENTS***

☐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. ***Project is located in AE flood zone. Refer to Building Dept. conditions for FEMA regulations regarding parcels located in the high-risk flood plain. >>>Still applies.***

2. ***A building permit is required, standard plan check, and inspection fees will apply. >>>Still applies.***

3. ***Enchroachment permit required for all work in City right of way.>>>Still applies.***

4. ***Proposed development will incur impact fees associated with proposed land development and commercial building construction. Refer to page 5 for a fee summary.>>>Still applies.***

5. ***Existing 28' Easement in Parcel 2 on PM 3804 to be dedicated as ROW or abandoned, to be determined by city staff.>>> Coordinate with City Staff to abandon portion of the local road easement shown on PM 3804 that in within the project blue border.***

6. ***At time of development, applicant will be required to install Local Street public improvements along 'Cambridge Ave' to include 18' pavement, curb and gutter, 5' parkway with street trees, and 5' sidewalk along north of property. Any sidewalk outside of ROW will require a pedestran access easement. In addition, this development shall include 18' pavement and curb and gutter within existing 28' Easement in Parcel 1 on PM 3804. Future development of Parcel 1 shall include sidewalk.>>> UPDATED.***

7. ***No culvert crossing over Packwood Creek will be permitted.>>>Still applies***

8. *Development must provide connection pedestrian access from commerical development to existing trail along Packwood Creek.>>>Still applies.*

9. *Project to fully complete Lovers Lane street improvements along entire parcel frontage. including 6' sidewalk, street trees and landscaping, 9' parkway, curb and gutter, pavement, and street lights.>>>Still applies.*

10. *Project to fully complete Walnut Avenue street improvements along entire parcel frontage, including 6' sidewalk, street trees and landscaping, 9' parkway, curb and gutter, pavement, street lights, and median.>>>Still Applies*

11. *CIP Project along Walnut Ave is scheduled for Spring 2025 to include curb and gutter along this development. If Development comes in before CIP project, then this development must include all the above Walnut Avenue improvements. Coordinate with Engineering at time of development.>>>Still applies.*

12. *Existing utility service poles along development shall be undergrounded or relocated.>>>Still applies.>>> Still Applies*

13. *Development shall connect to existing sewer main infrastructure.>>>Still applies.*

14. *Development shall connect to existing storm infrastructure in Lovers Lane. No direct discharge into Packwood Creek will be allowed.>>>Still applies.*

15. *Circulation paths contiguous to vehicular traffic must be physically separated from vehicular traffic. Physical separation shall be provided with circulation paths raised 4" (minimum) above the area where vehicle traffic occurs. Refer to CBC 11B-250 regarding raised paths of travel.>>>Still applies.*

16. *Project to install onsite pedestrian accessible path of travel providing connectivity internally between parcels/businesses within the shopping center. Provide accessible path to the public sidewalk and internal connection to ALL new buildings and existing gas station from parcels 2 and 3. See TPM 4277 pedestrian access in favor of parcel No. 1. >>> UPDATED*

17. *Comply with parking lot standards PK-1 to PK-4. Provide accessible parking stall and aisles per standards.>>>Still applies.*

18. *Comply with City Standard drive approaches.>>>Still applies.*

19. *Any backflows or fire apparatus will need to be installed on private property.>>>Still applies.*

20. *Applicant shall identify any valley oak trees that will impact on or offsite development. Oak tree evaluations would need to be performed and reviewed by City Arborist. Coordinate with City Arborist for any requested removals and/or mitigation measures.>>>Still applies.*

21. *Coordinate with COV Transit Dept regarding location and requirement for bus turnout along Walnut Avenue.>>>Still applies.*

Additional comments (July 10, 2024):

22. *Project to install street lighting to current City arterial standard. A service pedestal will need to be installed. Electrical plans to include voltage drop calcs and shall be submitted with civil plans. City will own and maintain street lighting.>>> Still Applies*

23. *Project to provide landscape and irrigation plan with civil submittal, include street strees within Walnut Ave. median. Project to maintain all onsite and street frontage landscaping. Median trees will be maintain by City.>>> Still Applies*

24. *Provide 6' easement for sidewalk on Walnut Ave. and Lovers Lane in addition to exisiting easements established with Parcel Map 4277. >>> Still Applies*

25. *Parcel Map 4277 also established two joint access easements for vehicular and pedestrian access in favor of Parcel 1 that goes through the building footpring of proposed parcel 2 and outdoor seating area of proposed parcel 3. Relocate structures outside these easements and update ingress/egress access shown on site plan or abandon easements prior to any building permit issuance. Coordinate with the existing parcel 1 property owner. Site plan to indicate easement modifications. >>> Still Applies*

26. *Coordinate with Transit Dept. to determine if bus turnout will be part of Walnut Ave. frontage improvements. If required, site plan layout and building arrangements will require further revisions to properly place buildings outside zoning setbacks, right of way, and incorporate further design considerations/requirements for Walnut Ave. >>> Still Applies*

27. *Revise the cross sections of both Walnut and Lovers Lane. Include median improvements on Walnut Ave. As shown, both arterial cross sections are incorrect. Remove local street cross-section, it is not needed. >>> Still Applies*

28. *Any costs associated with median improvements on Loves Lane will be the developer's responsibility. >>> Still Applies*

29. *Walnut Ave. is identified in the City's Cilculation Element and funded within the City's Transportation Impact Fee Program. Median improvements will be reimbursed. >>> Still Applies*

30. *Site plan to indicate if a phasing of the development plan is desired. City staff will need to further review a phased focus approach to determine the necessary first phase improvements. >>> Still Applies*

31. *Install a pedestrian bridge crossing for Packwood Creek; Show on site plan.>>> Disregard comment. (no pedestrian access over creek)*

32. *Existing pedestrian ramps appears to not meet current accessibility requirements. Project to remove and install accessible pedestrian ramp at tie-in connection. >>> Still Applies*

33. *Project to coordinate with CIP project for timing of construction and responsibility of construction. If the project is ahead of CIP, see comment 10. If behind CIP, provide a cash deposit for required frontage improvements that are typically the developer's responsibility, such as 6' pavement, curb, gutter, and sidewalk, etc. >>> Still Applies*

34. *Provide a 50' riparian setback from top of the bank along Packwood Creek.>>>Disregard comment.*

35. *Tentative parcel map will need to be processed separately through City SPR process. Additional comments will be provided with the submittal of a TPM. >>> Still Applies*

Additional Comments (July 24, 2024):

36. *Comply with City Standard Street Sections including Cul-de-Sac Standard P-16.>>>Still Applies*

37. *Blue Border does not reflect current parcel. Additional property was acquired for trail project along Packwood Creek. Update Border accordingly.>>>Still Applies*

Additional Comments (July 31, 2024)

38. *Local Street Cross Section shall be modified to represent requirements from Note #4 above.*

Additional Comments (August 21, 2024)

39. ***Coordinate with Traffic Dept as necessary. If traffic study and any of the required improvement comments have significant impact on the site layout, project would be required to come back to Site Plan Review.***

40. ***Coordinate trash enclosure location and number of bins required for each parcel with Solid Waste Department.***

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **24-130-1-1-1-1-1**
Date: **08/21/2024**

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:**08/17/2024**)
(Project type for fee rates:**COMMERCIAL**)

☐ Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
☒ Groundwater Overdraft Mitigation Fee	**$1,663/AC**
☒ Transportation Impact Fee	**$18,735/KSF**
☒ Trunk Line Capacity Fee	**$32.00/KSF (Retail)**
	$5,828UNIT (Fast Food)
	$1,732/UNIT (Walk-Up Restaurant)
	$25,189/UNIT (Car Wash)
☒ Treatment Plant Fee	**$71.00/KSF (Retail)**
	$25,558/UNIT (Fast Food)
	$7,605/UNIT (Walk-Up Restaurant)
	$27,428/UNIT (Car Wash)
☒ Sewer Front Foot Fee	**$55/LF (LOVERS LANE & WALNUT)**
☒ Storm Drain Acq/Dev Fee	**$8,882/AC**
☐ Park Acq/Dev Fee	
☐ Northeast Specific Plan Fees	
☒ Waterways Acquisition Fee	**$6,521/AC**
☒ Public Safety Impact Fee: Police	**$11,142/AC**
☒ Public Safety Impact Fee: Fire	**$2,437/AC**
☒ Public Facility Impact Fee	**$713/KSF**
☐ 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.

Edelma Gonzalez

Edelma Gonzalez

SPR24130-1-1-1-1-1
THE HUB
00001438 1

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 EACH BUILDING — *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*
  FOR ALL COMMERCIAL FOOD ESTABLISHMENT
- [ ] 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*
- [x] School Development fees. COMMERCIAL: $0.78 PER SF
- [ ] Park Development fee $_____, per unit collected with building permits.
- [x] 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 INGROUND GREASE INTERCEPTOR AT EACH RESTAURANT AND SAND/OIL INTERCEPTOR AT THE CAR WASH. PROVIDE FIRE SPRINKLERS AT THE ANCHOR BUILDING AND AT RESTAURANTS WITH AN OCCUPANT LOAD OF 100 OR MORE. ALL BUILDINGS SHALL BE EQUIPPED WITH BIKE RACKS (PV) SOLAR AND BATTERY STORAGE SYSTEM. PROVIDE (EV) CHARGING PARKING PER THE CAL GREEN STANDARD CODE. PROVIDE ACCESSIBLE ROUTES BETWEEN ALL BUILDINGS AND TO THE PUBLIC WAY.

VAL CORREA 9/21/24

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:	August 21, 2024 2 24130-1-1-1-1-1 000014381

- 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.

- This item is a **resubmittal**. Please see comments from previous submittals.

Corbin Reed
Fire Marshal

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

Date: 08/21/24
Item: 2
Site Plan: SPR24130-1-1-1-1-1
Name: Robert Avalos

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

August 21, 2024

ITEM NO: 1 **Added to Agenda** **MEETING TIME: 09:00**

SITE PLAN NO: SPR24130-1-1-1
ASSIGNED TO: Colleen Moreno Colleen.Moreno@visalia.cit
PROJECT TITLE: The Hub
DESCRIPTION: Commercial Development
APPLICANT: Greg Nunley - Applicant
OWNER: VISALIA RETAIL LP
APN: 000014381

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:

- Walnut Ave and Lovers Ln are arterial status roadways. Refer to COV C-32 Drive Approach Locations. Driveways are required to be a minimum of 200' from an intersection and 500' apart. Driveways on Walnut and on Lovers Ln required to meet spacing requirements. Please note any deviation from City standard will be required to be analyzed and fully supported by results of traffic study.

- Driveway on Walnut Ave - Traffic study required to support any deviation from City standard. Please note that the results of the TIA will determine driveway location or elimination. This will impact overall site plan layout. Modification and revision to site plan will be required. If results of TIA show that driveway on Walnut Ave is acceptable, driveway will be required to be moved to the west, but be located a minimum of 200-ft from the Cedar St intersection. Maximum spacing between the existing driveway for the service station and the proposed driveway to be achieved. If TIA determines driveway may be permitted, access restrictions to be imposed. Any ¾ median access break (right in/out and left in only) will be required to be analyzed in the traffic study. Any deviation from City standard will be required to be fully supported and justified by results of traffic study. Refer to COV P-12 Typical Median Break Locations. Potential median breaks when evaluated need to take into account median access break for Cedar St to the west of proposed development.
- Most northerly driveway on Lovers Ln to be a local road (east-west). Local road required to be designed to city standards. Provide sight visibility traingles for driveways intersecting local road in accordance with AASHTO standards.
- Local road access off Lovers Ln may be considered for a ¾- median break (right in/out and left in only – no left outs), but will be required to be supported by the results of theTraffic Impact Analysis TIA.
- The southerly driveway on Lovers Lane required to meet spacing requirements per City standards COV C-32. Driveway may be permitted if spacing requirements are met, but will be limited to right in/out only. No median break. A full median is required. Please note the south bound left turn pocket for the Lovers Lane at Walnut Avenue intersection requires a 300 foot left turn lane because it is an arterial/collector intersection. The driveway as proposed on Lovers Lane is in conflict with the southbound left turn lane for the Lovers Ln at Walnut Ave intersection.
- **Right turn deceleration lanes** both on Lovers Ln and Walnut Ave may be required. Refer to the thresholds provided in City's Procedures for Traffic Impact Analysis TIA. Evaluation required in TIA.
- **Onsite circulation evaluation required**. No drive thru queues shall spillover and block main drive aisle or spillover onto public right of way. Applicant to ensure onsite vehicle turning movements are properly designed to facilitate onsite turning movements.
- VMT analysis may be required unless screened out.
- Phasing plane? Please provide.

Leslie Blair

Leslie Blair

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 840-6066 or 905-9371 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

July 19, 2024

TUL-216-0.00
SPR 24130, SPR 24130-1
COMMERCIAL DEVELOPMENT
APN: 100-370-025
AGENDA: 06/19/2024
GTS #33129

SENT VIA EMAIL

Ms. Colleen Moreno, Project Planner
City of Visalia - Community Development Department
315 East Acequia Ave
Visalia, CA 93291

Dear Ms. Moreno:

Thank you for the opportunity to review Site Plan Review #24130 proposing a Commercial Development which potentially includes a car wash, 4 fast food locations w/drive-thru, a general retail shop, and a gym (Project). The Project site is located 1 mile south of the State Route (SR) 216 and SR 198 interchange, specifically on the northeast corner of Lovers Lane and Walnut Avenue in City of Visalia

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) process reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

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

1. According to the ITE Trip Generation Manual 10th Edition (Land Use 948 – Automated Car Wash, Land Use 934 – Fast Food Restaurant with Drive-thru, Land Use 948 – Shopping Center, and Land Use 492 – Health/Fitness Club), the Project is estimated to generate approximately 1,020 trips during peak hours.

2. Caltrans anticipates the Project will impact the State Highway System, specifically the SR 198/SR 216 interchange.

3. It is recommended that a Transportation Impact Study (TIS) be completed for this project.

4. A TIS Scoping meeting with Caltrans staff is highly suggested to discuss the most appropriate methodology for this analysis.

5. It is also recommended that a safety review be conducted. A safety review will be required per the Local Development Review (LDR) Safety Review Practitioners Guidance published February 2024, consistent with Director's Policy 36 and Deputy Directive 25 and in support of the Caltrans Strategic Highway Safety Plan (SHSP).

6. The safety review should identify and analyze any potential safety impacts due to the potential increase in vehicle conflicts.

7. Please have the Project applicant complete the Crash Data on State Highway System Request Form and return it to Caltrans to begin analysis of the crash data. The form is included as Attachment A.

8. Please refer to the Safety Analysis Process contained in Appendix D of the LDR Safety Review Practitioner's Guidance. The guidance is included as Attachment B.

9. The safety review analysis shall be included in the TIS.

If you have any other questions, please call Rosy Rajput, Transportation Planner at 559-614-7289.

Sincerely,

David Deel

Mr. David Deel, Acting Branch Chief, Transportation Planning – South

Attachment A: Crash Data on State Highway System Request Form

Attachment B: Safety Analysis Process

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

24130-1-1-1-1-1

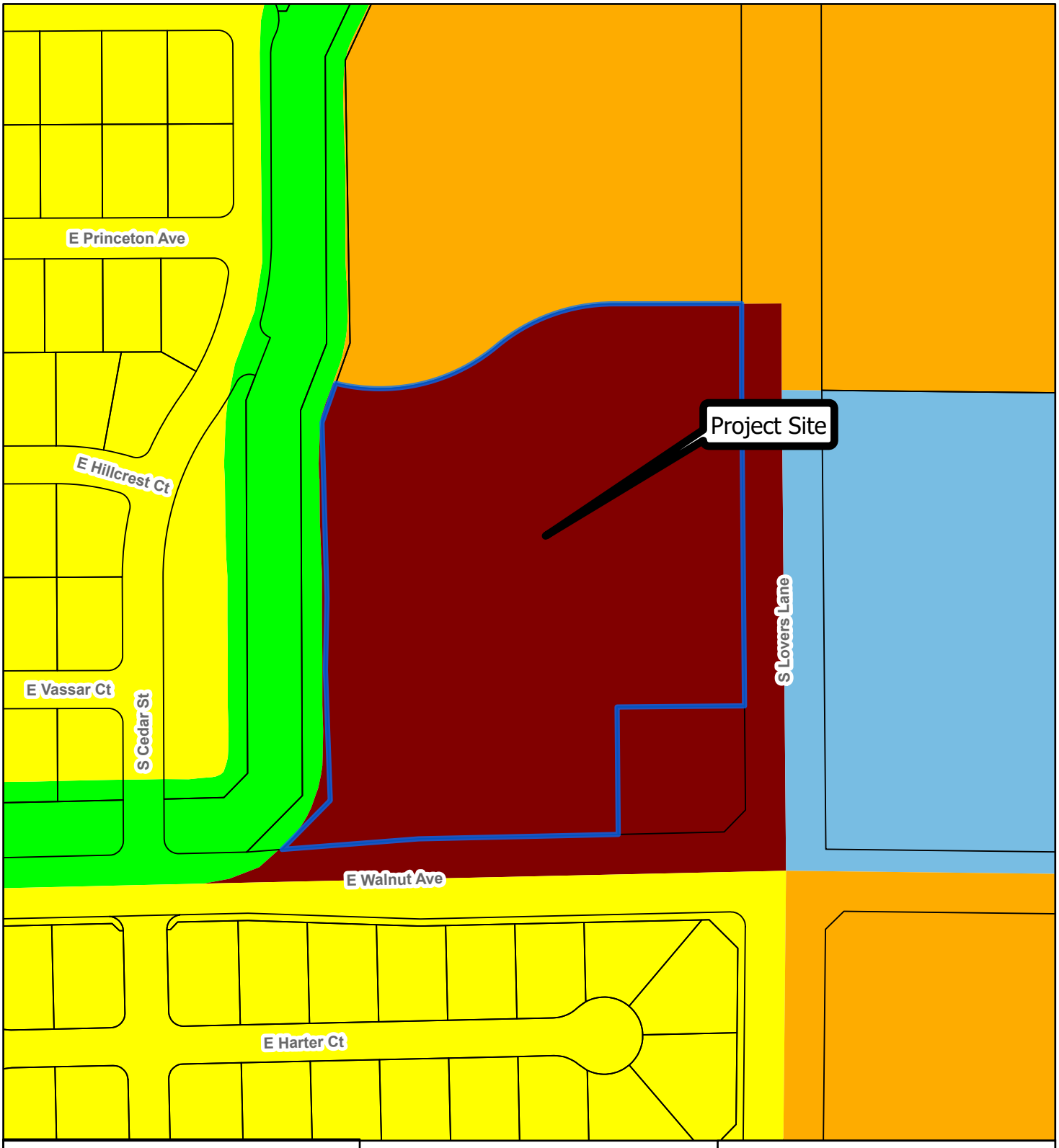
August 21, 2024

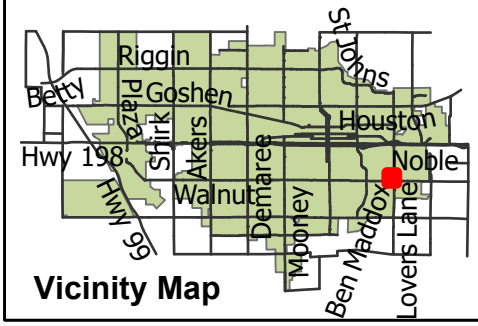
	No comments.
XX	See comments below
XX	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
XX	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
XX	ALL refuse enclosures must be city standard R-1 OR R-2 & 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.
XX	Bin enclosure insufficient to comply with state recycling mandates. See comments for suggestions.
XX	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.
XX	Bin enclosure gates are required
	Hammerhead turnaround must be built per city standards.
	Cul - de - sac must be built per city standards.
XX	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
XX	Area in front of refuse enclosure must be marked off indicating no parking
XX	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.
XX	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

Solid waste services to include trash, recycling, and organics recycling per the State of California's mandatory recycling laws (AB-341 & AB-1826). Customer to identify placement of one city standard (R1/R2) single bin enclosure, and one city standard (R3/R4) double enclosures at each of the proposed (9) parcels. Customer to identify enclosures assigned to parcels 2 and 8. All enclosures are to be set up for STAB load collection services (38' of clear space in front of each enclosure). Enclosure gates are required and must swing 180 degrees, clearing all curbing. Cane bolts are to be included to secure enclosure gates when opened. Customer to call out any/all compactor services planned for the site. Customer to complete a City of Visalia "Concrete/Driveway Release of Liability Waiver Agreement". Customer is encouraged to contact solid waste at 559-713-4532 to discuss/review preferred enclosure placements.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4336
Nathan Garza, Solid Waste, 559-713-4532



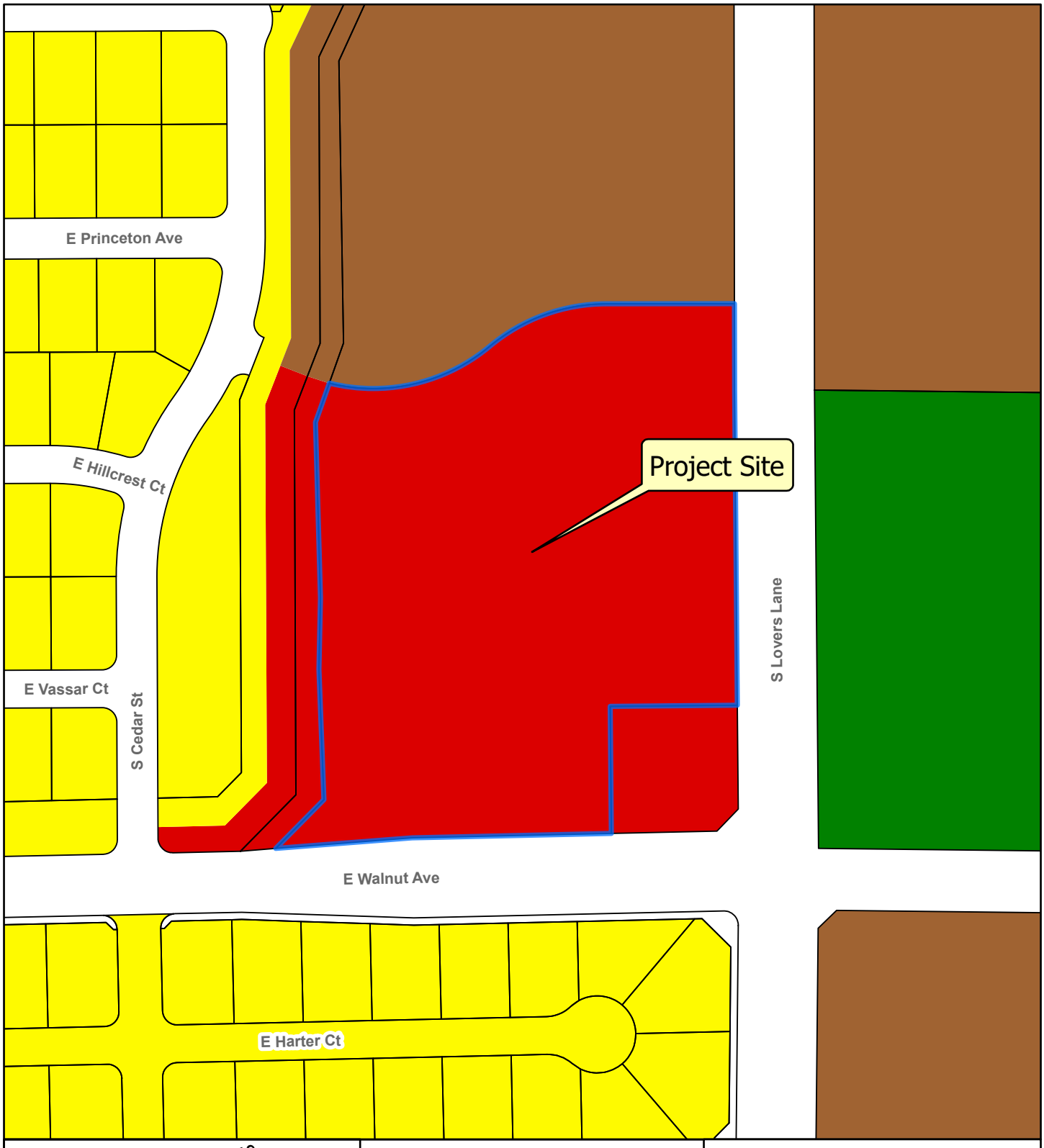


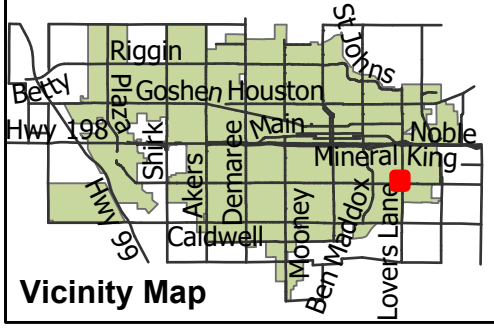
General Plan Land Use Map

0 0.02 0.04 0.07 Miles

N W E S

- Conservation
- Commercial Neighborhood
- Public Institutional
- Residential Low Density
- Residential Medium Density



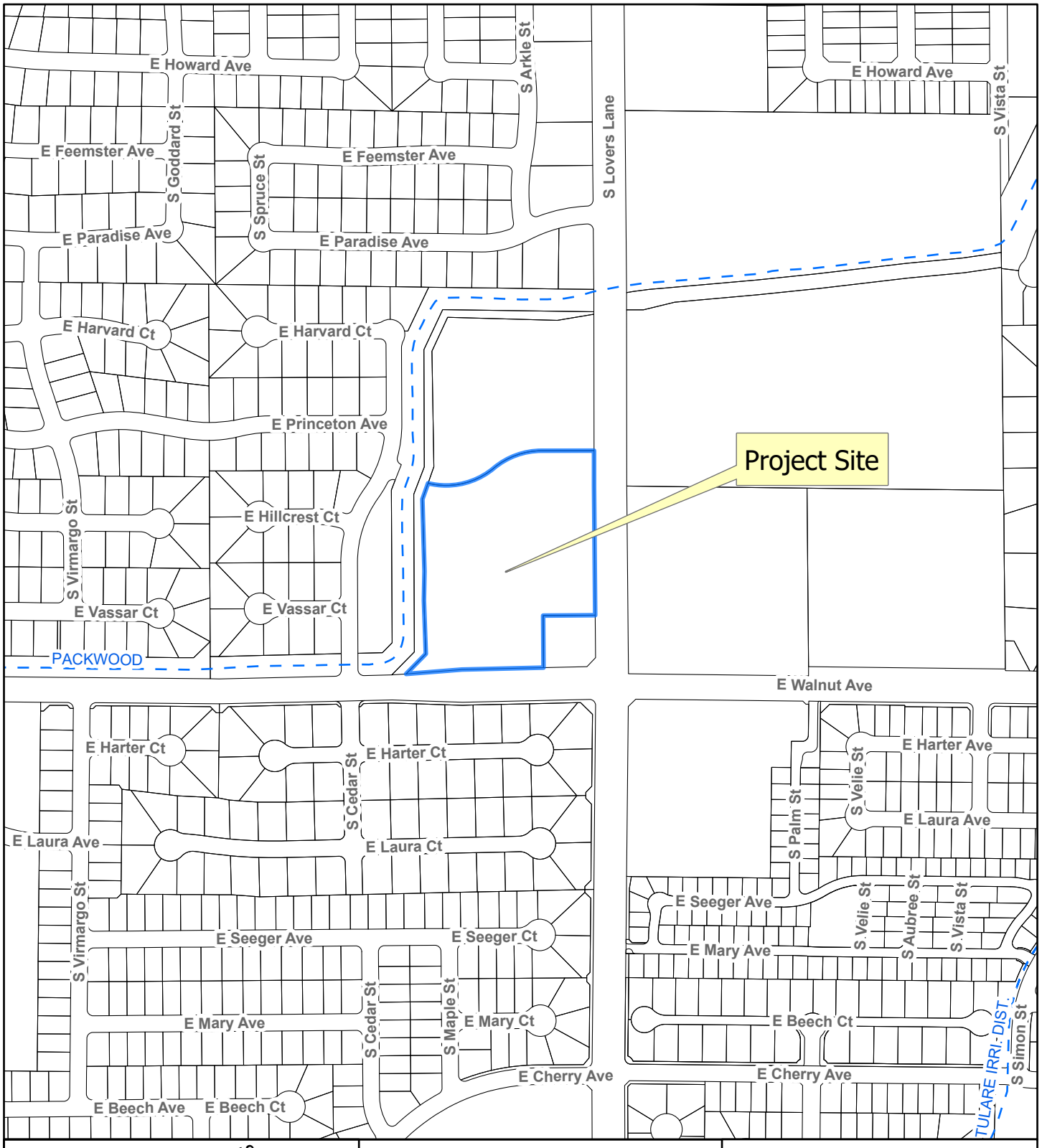


Zoning Map

0 0.01 0.03 0.06 Miles

N
W E
S

- C-N Neighborhood Commercial
- QP Quasi-Public
- R-1-5 Single-family Residenital
- R-M-2 Multi-family Residenital

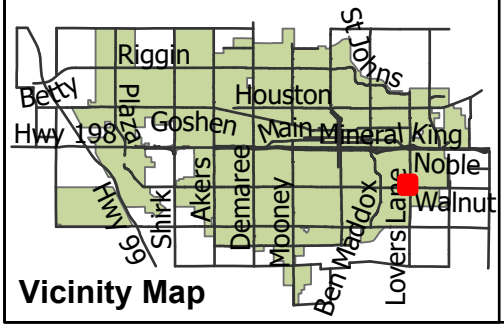


Vicinity

N
W E
S

0 0.04 0.09 0.17 Miles

VISALIA
Founded 1852



Vicinity Map

Aerial Map

0 0.02 0.04 0.08 Miles

N W E S

VISALIA

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