



# RESOURCE MANAGEMENT AGENCY COUNTY OF TULARE PLANNING COMMISSION SUMMARY

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## PLANNING COMMISSION

**CHAIRMAN:** Carlos Aleman (Three Rivers - District 1)  
**VICE-CHAIR:** Terren Brown (Porterville – District 5)

### COMMISSIONERS:

Gil Aguilar (Tulare - District 2)  
Bill Whitlatch (Visalia - District 3)  
Christopher Launer (Dinuba-District 4)  
Dennis Lehman (Visalia – At Large)  
Wayne O. Millies (At Large)  
Matthew Stoll (Alternate)

### AIRPORT LAND USE COMMISSIONERS (ALUC)

**CHAIRMAN:** Matthew Stoll  
**VICE-CHAIR:** Bill Whitlatch

<b>Project Number:</b> Zone Change No. PZC 24-009 and Special Use Permit No. PSP 24-074	<b>Agenda Date:</b>	4/23/2025
<b>Applicant:</b> Galloway/Eric Tange, 575 E. Locust, Suite 103, Fresno, CA 93720	<b>Agenda Item Number:</b>	5D
<b>Agent:</b> Galloway/Eric Tange, 575 E. Locust, Suite 103, Fresno, CA 93720	<b>AGENDA ITEM TYPE</b>	
<b>Subject:</b> Zone Change No. PZC 24-009 requests to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. Special Use Permit No. PSP 24-074 requests to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard, located in the unincorporated area of Tulare County at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia (APN: 078-050-030). The property is inside the Visalia Urban Area Boundary (UAB). The property is currently used as an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large, covered canopies which are remnants of a former cotton gin. <b>Exceptions:</b> N/A <b>Waiver:</b> N/A <b>Environmental Review:</b> Categorical Exemption consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines pursuant to Section 15303, Class 3, of the Guidelines for Environmental Quality Act (CEQA Guidelines) pertaining to New Construction or Conversion of Existing Structures.	Presentation	
	Consent Calendar	
	Unfinished Business	
	New Business	
	Public Hearing	✓
	Continued Public Hearing	
	Discussion	
<b>ACTION REQUESTED</b>		
	Resolution – Board of Supervisors	
	Resolution – Planning Commission	✓
<b>Motion(s):</b> Two Motions	Decision - Director	
<b>Contact Person:</b> Sandy Roper		

### RECOMMENDATIONS:

#### **That the Planning Commission:**

1. Hold a public hearing.
2. Recommend that the Board of Supervisors approve a Categorical Exemption consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines pursuant to Section 15303, Class 3, of the Guidelines for Environmental Quality Act (CEQA Guidelines) pertaining to New Construction or Conversion of Existing Structures; **and** recommend the Board of Supervisors approve Change of Zone No. PZC 24-009.
3. Approve a Categorical Exemption consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines pursuant to Section 15303, Class 3, of the Guidelines for Environmental Quality Act (CEQA Guidelines) pertaining to New Construction or Conversion of Existing Structures; **and** approve Special Use Permit No. PSP 24-074, subject to a condition of approval requiring that the Board of Supervisors approve Zone Change No. PZC 24-009 prior to recording the Planning Commission Resolution for PSP 24-074.

### PLANNING COMMISSION ALTERNATIVES:

**Alternative No. 1:** Move to: 1) recommend that the Board of Supervisors approve PZC 24-009, subject to modifications as discussed by the Planning Commission and 2) approve PSP 24-074, subject to modifications as discussed by the Planning Commission.

**SUBJECT:** PZC 24-009 and PSP 24-074 (Galloway/Eric Tange)

**Alternative No. 2:** Move to: 1) recommend that the Board of Supervisors deny PZC 24-009 and 2) deny PSP 24-074 and direct staff to prepare findings for denial to be brought back at a subsequent hearing.

**Alternative No. 3:** Refer back to staff for further study and report.

**PROJECT OVERVIEW:**

Zone Change No. PZC 24-009 requests to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. Special Use Permit No. PSP 24-074 requests to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard, located in the unincorporated area of Tulare County at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia (APN: 078-050-030). The property is inside the Visalia Urban Area Boundary (UAB). The property is currently used as an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large, covered canopies which are remnants of a former cotton gin.

**ENVIRONMENTAL SUMMARY:**

This project will not have a significant effect on the environment and has been determined to be categorically exempt, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, pursuant to Title 14, Cal. Code Regulations, Section 15303, Class 3, pertaining to New Construction or Conversion of Existing Structures. The use of Section 15303 is applicable and appropriate. Project proposes an adaptive reuse to utilize the following existing structures for a swap meet with parking, food trucks, & a beer garden: 2,420 square foot office, 4,950 square foot storage building, 5,101 square foot storage building, 28,432 square foot canopy, 53,323 square foot canopy, 1,328 square foot restroom, 2,500 square foot house, 3,121 square foot house, 3801 square foot structure, and two onsite retention ponds.

**ENTITLEMENT(S):**

The existing zoning for APN: 078-050-030 is in AE-40 (Exclusive Agriculture – 20 Acre Minimum) Zone and is intended for intensive agricultural uses and for those uses which are a necessary and integral part of the agricultural operation. The request is to change the Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. The C-2 Zone is intended for retail stores and businesses which do not involve the manufacture, assembling, packaging, treatment or processing of articles of merchandise for distribution and retail sale. The purpose of the MU Zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.

**General Plan** - The property is inside the Visalia Urban Area Boundary (UAB). The project area is located within the Rural Valley Lands Plan (RVLP), and the Land Use Designation is “Valley Agriculture.” For a project site to be rezoned to a non-agricultural use, the Rural Valley Lands Plan (“RVLP”) policies and checklist are used to determine the agricultural viability of the site. The project site is zoned AE-40 (Exclusive Agriculture - 40 acre minimum); therefore, the parcel should not be rezoned, unless it meets the criteria of the RVLP checklist.

Under the RVLP, if the lot is restricted by a California Land Conservation Act (“Williamson Act”) Contract, then it is restricted from zone changes. This parcel is not restricted by a Williamson Act Contract. As such, a RVLP checklist was conducted and concluded that the parcel would receive thirteen (13) RVLP points (see Attachment 6, RVLP Checklist & Backup). Policy RVLP-1.4 states, “If the number of points accumulated is seventeen (17) or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is eleven (11) or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a “gray” area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system.” A detailed evaluation of the parcel under the RVLP has been completed since the project is proceeding as a zone change.

The requested zone change has been found to be compatible with established land uses in the surrounding area and is not in conflict with the furtherance of overall County development strategies, plans, and policies.

Under the RVLP, if the lot is restricted by a California Land Conservation Act (“Williamson Act”) Contract, then it is restricted from zone changes. This parcel is not restricted by a Williamson Act Contract. RVLP-1.3 states “In order to protect and maintain the agricultural viability of the area, the County shall maintain several exclusive agricultural zones, each containing a different minimum parcel size. The County shall apply such zones to lands located outside adopted UDBs and HDBs, where such boundaries have been adopted, generally below and west of the 600-foot elevation contour line as it occurs in Tulare County...” In this case, the Project site is located within the UAB for the City of Visalia.

**SUBJECT:** PZC 24-009 and PSP 24-074 (Galloway/Eric Tange)

PF-4.19 states “As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city’s UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city’s UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small “stand alone,” non urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.”

The City of Visalia Land Use Map (Figure 2-1: Existing Land Use) shows the land use designation as Heavy Industrial. The proposed swap meet would be allowed with the proposed Zone Change. The proposed project needs to comply with Tulare County Agreement No. 25781 between the City of Visalia and Tulare County. Based on the information above, the requested change of zone has been found to be compatible with established land uses in the surrounding area and is not in conflict with the furtherance of overall County development strategies, plans, and policies.

**Zoning** – If the proposed change from the AE-40 Zone to the C-2-MU Zone is approved, then Section 16.II.B of the Tulare County Zoning Ordinance (“TCZO”) lists swap meet as a special use that requires a special use permit in the C-2 Zone.

**PROJECT SUMMARY:**

Zone Change No. PZC 24-009 requests to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. Special Use Permit No. PSP 24-074 requests to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard, located in the unincorporated area of Tulare County at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia (APN: 078-050-030). The property is inside the Visalia Urban Area Boundary (UAB). The property is currently used as an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large, covered canopies which are remnants of a former cotton gin.

The site is not restricted by a California Land Conservation Act (“Williamson Act”) Contract.

The Project site has frontage on the south side of Avenue 328, approximately ¼ mile west of State Route 63. Avenue 328 is a county-maintained road. Avenue 328 carries peak hour volumes of approximately 200 vehicles per hour (VPH) in the peak hour in the peak direction. It also carries an ADT of 4,100. The proposed development would see a peak hour before 6:30 AM and after 5 PM. The peak hour of the network would fall outside of the peak hour of the use which will help to minimize impact. The multiple access configuration and significant space for onsite queueing would facilitate safe circulation and ingress and egress to/from the site. A parking and circulation management plan shall be instituted to ensure efficient use of the site design and facilitate customer entering and exiting the site with minimal impact to the surrounding network. Final site design shall ensure adequate sight distance at all access locations.

Liquid waste disposal is by means of individual septic systems. Existing septic system will be subject to the Local Agency Management Program requirements per Part VII, Chapter 1, Articles 1-9, Ordinance of Tulare County, pertaining to Sections 7-01-1320 through 7-15-1575. Installation of new, on-site septic systems will require a site evaluation and soils testing. This evaluation must be done by a Qualified Professional, with the appropriate licensure (PE, PG, CHG, REHS, or CPSS). The report of this evaluation must be submitted to Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits.

**SUBJECT:** PZC 24-009 and PSP 24-074 (Galloway/Eric Tange)

The project site is within Zone X (0.2 percent Annual Chance Flood Hazard) as shown on the National Flood Insurance Program, Flood Insurance Rate Map (FIRM), Map Number 06107C0645E, for Community Number 065066 (Tulare County Unincorporated Areas), dated June 16, 2009. Construction of buildings within a Zone X (0.2 percent Annual Chance Flood Hazard) requires no specific flood mitigation measures; however, it is recommended that all finished floor levels be elevated one (1) foot above adjacent natural ground.

- Soils on the Project site are Crosscreek-Kai association, 0 to 2 Percent Slopes, [Class Wet IIs-6 (Kai – IIIs-6) and Class Dry IVs (Kai - IIs)], not Prime, which is rated severe for sewage disposal with moderate shrink-swell potential.
- Visalia Unified School District.
- Located within a Local Responsibility Area.
- There are no Code Cases on the Project site.
- PSP 73-027 Special Use Permit for Cotton Gin & seed storage expansion.
- PSP 87-075 Special Use Permit for Cotton Gin expansion.
- PRC 23-020 Project Review Committee for Swap meet with parking, vender space, mobile food truck location, beer garden, stage, and storm water retention area.
- 87002066 Building Permit for G Purline PSP 87-75 (ZA).
- A0401475 Building Permit for adding a Cotton module feeding system.
- A1001367 Building Permit for re-roof of single-family dwelling.
- A8701569 Building Permit for 7,500 square foot seed storage.

A Project Review – Consultation Notice for PZC 24-009 & PSP 24-074 was distributed on January 16, 2025, to the County Public Works/Engineering Department, Environmental Health Services Division, Fire Department, Sheriff's Department, Environmental Planning, Building Division, Code Compliance, Tulare County Farm Bureau, Assessor, the City of Visalia, San Joaquin Valley Air Pollution Control District, Alcoholic Beverage Control, Caltrans District 6, and the Regional Water Quality Control Board. The County Public Works/Engineering Department, Environmental Health Services Division, Fire Department, and Caltrans responded to a consultation request Project Review – Consultation Notice.

**PUBLIC HEARING NOTICE:**

Gov. Code Section 65009(b) requires the County to include in any public notice issued pursuant to Government Code, Title 7, Planning and Land Use, a notice substantially stating all of the following: "If you challenge the acceptance of the Categorical Exception and approval of the project, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the County of Tulare at, or prior to, the public hearing."



Sandy R. Roper, Chief Planner  
Special Projects Division  
Economic Development & Planning Branch



Gary Mills, Chief Planner  
Environmental Planning Division  
Economic Development & Planning Branch



Aaron R. Bock, MCRP, JD, LEED AP  
Assistant Director  
Economic Development & Planning Branch



Michael Washam, A.C.E.  
Associate Director  
Resource Management Agency

**ATTACHMENTS:**

- Attachment No. 1 – PZC 24-009 Draft Resolution
  - Exhibit "A" – Draft Ordinance
  - Exhibit "B" – Draft Official Zoning Map
- Attachment No. 2 – PSP 24-074 Draft Resolution
  - Exhibit "A" – Site Plan
  - Exhibit "B" – Right to Farm Notice
  - Exhibit "C" – Compliance Monitoring and Reporting Schedule
  - Exhibit "D" – SJVAPCD letter dated 1/31/2025



**SUBJECT:** PZC 24-009 and PSP 24-074 (Galloway/Eric Tange)

Attachment No. 3 – Consulting Agency List and Correspondence

Attachment No. 4 – Graphics

Attachment No. 5 – Location and Property Ownership Map for Hearing Notification

Attachment No. 6 – Soils Report

Attachment No. 7 – RVLP Checklist and Backup

Attachment No. 8 – Public Hearing Notice

Attachment No. 9 – Notice of Exemption

Attachment No. 10- GMR Swap Meet Traffic Memorandum 2025.03.19

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF ZONE CHANGE NO. PZC 24-009 )  
TO CHANGE THE ZONE FROM THE AE-40 )  
(EXCLUSIVE AGRICULTURAL – 40 ACRE MINIMUM))  
ZONE TO THE C-2-MU (GENERAL COMMERCIAL ) RESOLUTION NO. \_\_\_\_\_  
WITH A MIXED USE OVERLAY) ZONE )  
(GALLOWAY/ERIC TANGE) )

Resolution of the Planning Commission of the County of Tulare recommending that the Board of Supervisors accept the Categorical Exemption and approve Zone Change No. PZC 24-009 requested by Galloway/Eric Tange, 575 E. Locust, Suite 103, Fresno, CA 93720 to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. The Project site is located in the unincorporated area of Tulare County at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia (APN: 078-050-030). The property is inside the Visalia Urban Area Boundary (UAB). The property is currently used as an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large, covered canopies which are remnants of a former cotton gin. It should be noted that this application has been filed in conjunction with Special Use Permit No. PSP 24-074, which proposes to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard.

WHEREAS, an application for a Zone Change has been filed pursuant to the regulations contained in Section 17 of Ordinance No. 352, the Zoning Ordinance; and

WHEREAS, the Planning Commission has given notice of its intention to consider the granting of a Zone Change as provided in Section 18 of said Ordinance No. 352 and as provided in Section 65905 of the Government Code of the State of California; and

WHEREAS, staff has performed necessary investigations, prepared a written report and recommended approval of this application subject to certain conditions of approval; and

WHEREAS, all attached exhibits are incorporated by reference herein; and

WHEREAS, on April 9, 2025, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in The Sun-Gazette, a newspaper of general circulation in Tulare County, and mailed to surrounding property owners to consider the proposed Project; and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on April 23, 2025; and

WHEREAS at that meeting of the Planning Commission, public testimony was received and recorded from \_\_\_\_\_ in support of the proposal, and \_\_\_\_\_ spoke in opposition to the proposal; and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission recommends that the Board of Supervisors certify that the Board has reviewed and considered the information contained in the Categorical Exemption that was prepared for

the proposed project and is applicable to the project site and the Change of Zone, together with any comments received during the public review process, in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Quality Act of 1970 prior to taking action on the project.

B. This Commission recommends that the Board of Supervisors adopt the following findings of fact as to the reasons for approval of this application:

1. The applicant has requested to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone.
2. The property is inside the Visalia Urban Area Boundary (UAB). The project area is located within the Rural Valley Lands Plan (RVLP), and the Land Use Designation is “Valley Agriculture.” For a project site to be rezoned to a non-agricultural use, the Rural Valley Lands Plan (“RVLP”) policies and checklist are used to determine the agricultural viability of the site. The project site is zoned AE-40 (Exclusive Agriculture - 40 acre minimum); therefore, the parcel should not be rezoned, unless it meets the criteria of the RVLP checklist.

Under the RVLP, if the lot is restricted by a California Land Conservation Act (“Williamson Act”) Contract, then it is restricted from zone changes. This parcel is not restricted by a Williamson Act Contract. As such, a RVLP checklist was conducted and concluded that the parcel would receive thirteen (13) RVLP points (see Attachment 6, RVLP Checklist & Backup). Policy RVLP-1.4 states, “If the number of points accumulated is seventeen (17) or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is eleven (11) or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system.” A detailed evaluation of the parcel under the RVLP has been completed since the project is proceeding as a zone change.

The requested zone change has been found to be compatible with established land uses in the surrounding area and is not in conflict with the furtherance of overall County development strategies, plans, and policies.

Under the RVLP, if the lot is restricted by a California Land Conservation Act (“Williamson Act”) Contract, then it is restricted from zone changes. This parcel is not restricted by a Williamson Act Contract. RVLP-1.3 states “In order to protect and maintain the agricultural viability of the area, the County shall maintain several exclusive agricultural zones, each containing a different minimum parcel size. The County shall apply such zones to lands located outside adopted UDBs and HDBs, where such boundaries have been adopted, generally below and west of the 600-foot elevation contour line as it occurs in Tulare County...” In this case, the Project site is located within the

UAB for the City of Visalia.

PF-4.19 states “As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city’s UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city’s UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small “stand alone,” non urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.”

The City of Visalia Land Use Map shows the land use designation as Heavy Industrial. The proposed swap meet would be allowed with the proposed Zone Change. The proposed project needs to comply with Tulare County Agreement No. 25781 between the City of Visalia and Tulare County. Based on the information above, the requested change of zone has been found to be compatible with established land uses in the surrounding area and is not in conflict with the furtherance of overall County development strategies, plans, and policies.

3. If the proposed change from the AE-40 Zone to the C-2-MU Zone is approved, then Section 16.II.B of the Tulare County Zoning Ordinance (“TCZO”) lists swap meet as a special use that requires a special use permit in the C-2 Zone.
4. This Project will not have a significant effect on the environment and has been determined to be Categorically Exempt consistent with the California Environmental Quality Act

(CEQA) and the Guidelines for the Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) pursuant to Title 14, Cal. Code Regulations, Section 15303, Class 3, pertaining to New Construction or Conversion of Existing Structures. The use of Section 15303 is applicable and appropriate Project proposes an adaptive reuse to utilize the following existing structures for a swap meet with parking, food trucks, & a beer garden: 2,420 square foot office, 4,950 square foot storage building, 5,101 square foot storage building, 28,432 square foot canopy, 53,323 square foot canopy, 1,328 square foot restroom, 2,500 square foot house, 3,121 square foot house, 3801 square foot structure, and two onsite retention ponds.

5. The Board of Supervisors, at their regular meeting of November 30, 2010, adopted by Resolution 2010-0927, a Notice of Intent to Collect Tulare County Public Facility Fees, also known as Development Impact Fees. New Development may be subject to County Development Impact fees.

C. This Commission, after considering all of the evidence presented, hereby recommends that the Board of Supervisors find the proposed Ordinance amendment (Exhibit A) and Zoning Map (Exhibit B) to be consistent with the purpose of Ordinance No. 352 and further find the petition is in conformance with the adopted General Plan for the County of Tulare.

AND, BE IT FURTHER RESOLVED as follows:

D. This Commission recommends that the Board of Supervisors find Zone Change No. PZC 24-09 to be Categorically Exempt, consistent with the California Environmental Quality Act (CEQA) and the Guidelines for the Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) pursuant to Title 14, Cal. Code Regulations, Section 15303, Class 3, pertaining to New Construction or Conversion of Existing Structures.

E. This Commission recommends that the Board approve Zone Change No. PSP 24-009.

The foregoing resolution was adopted upon motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, at a regular meeting of the Planning Commission on April 23, 2025, by the following roll call vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

TULARE COUNTY PLANNING COMMISSION

\_\_\_\_\_  
Michael Washam, Secretary

**Exhibit "A"**

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, BEING AN ORDINANCE ESTABLISHING AND REGULATING LAND USES WITHIN CERTAIN ZONES IN THE COUNTY OF TULARE.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. Paragraph B of Section 3 of Ordinance No. 352 of the County of Tulare is hereby amended by the adoption of an amended map of a portion of Section 7, Township 18 South, Range 25 East, Mount Diablo Base and Meridian, being a subdivision of Part 310 of the Official Zoning Maps. A map showing Change of Zone No. PZC 24-009 9 approved for approximately 37.92-acres is attached hereto and incorporated herein by reference. The new zoning will be C-2-MU (General Commercial with a Mixed Use Overlay) Zone.

Section 2. The property affected by the zoning reclassification from AE-40 (Exclusive Agricultural – 40 Acre Minimum Zone), is briefly described as follows: Being a 37.92-acre parcel, located on Tulare County Assessor Parcel Number (APN) 078-050-030. The subject property is located at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia.

Section 3. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in The Sun-Gazette, a newspaper printed and published in the County of Tulare, State of California, together with the names of the members of the Board of Supervisors voting for and against the same.

THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of the County of Tulare, State of California, on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, at a regular meeting of said Board, duly and regularly convened on said day, by the following roll call vote:

AYES:

NOES:

ABSENT:

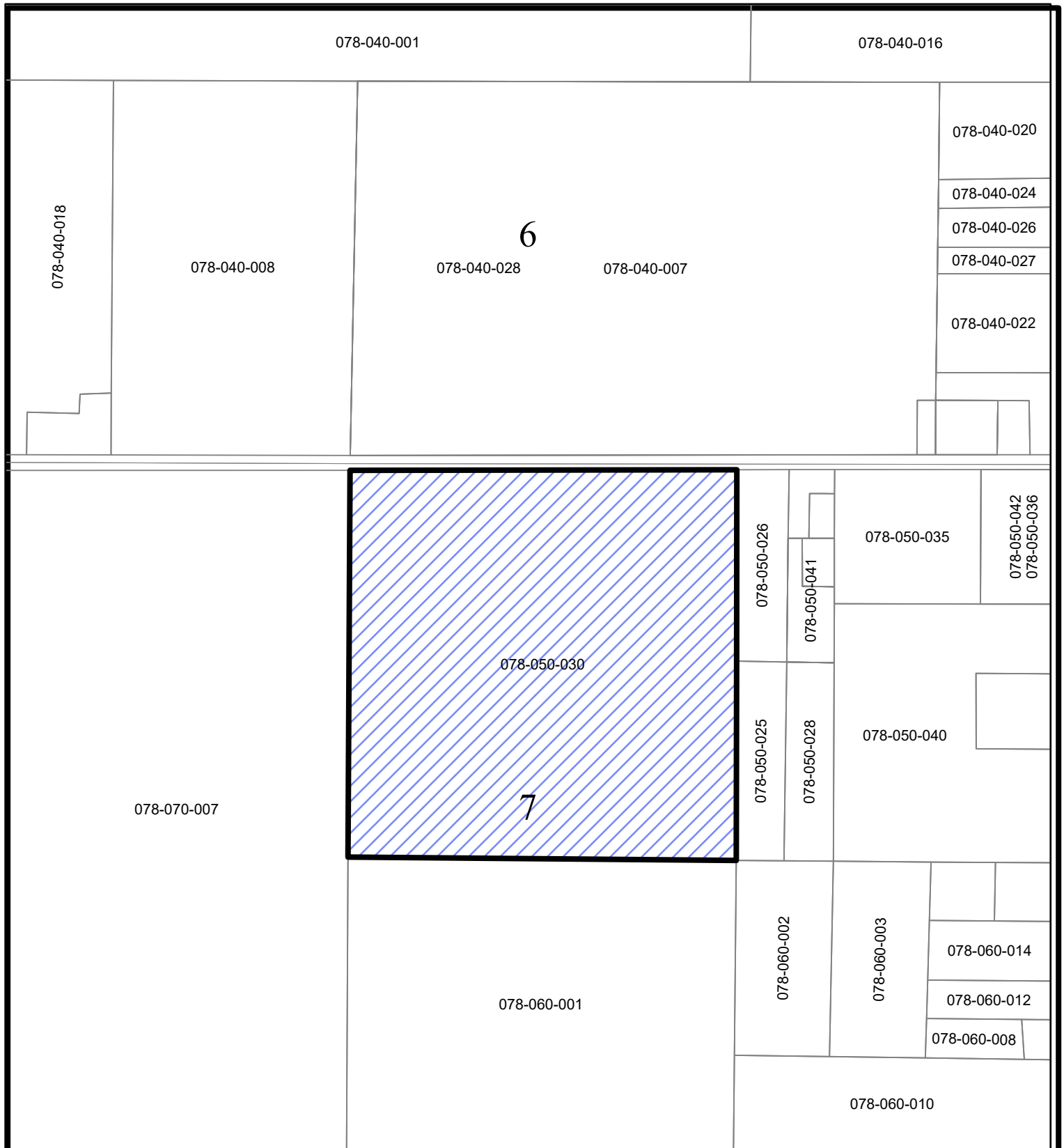
\_\_\_\_\_  
Chairman, Board of Supervisors

ATTEST: Jason T. Britt  
County Administrative Officer/Clerk  
Board of Supervisors

By: \_\_\_\_\_  
Deputy



# Exhibit "B"



**APN: 078-050-030**  
**APROX. 37.92 AC.**  
**Zone Change from AE-40(Exclusive Agricultural minimum 40-acres) to C-2-MU( General Commercial with a Mixed Use Overlay) Zone (PZC 24-009)**



**ORDINANCE NO. \_\_\_\_\_**  
**AMENDING A PORTION OF MAP PART 310**  
**PART OF SEC. 7, T 18 S, R 25 E, M.D.B.& M.**  
**OF**  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA.**

**TULARE COUNTY BOARD OF SUPERVISORS**  
**ADOPTED: \_\_\_\_/\_\_\_\_/\_\_\_\_**



A. This Planning Commission hereby certifies that this Commission has reviewed and considered the information contained in the Categorical Exemption that was prepared for the Project and is applicable to the Project site and the Special Use Permit, together with any comments received during the public review process, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, prior to taking action on the Special Use Permit.

B. This Planning Commission, after considering all the evidence presented, hereby determines that the following findings are relevant in evaluating this application:

1. The applicants have proposed Special Use Permit No. PSP 24-074 to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard, located in the unincorporated area of Tulare County at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia (APN: 078-050-030). It should be noted that this application has been filed in conjunction with Zone Change No. PZC 24-009.
2. The property is inside the Visalia Urban Area Boundary (UAB). The project area is located within the Rural Valley Lands Plan (RVLP), and the Land Use Designation is "Valley Agriculture." For a project site to be rezoned to a non-agricultural use, the Rural Valley Lands Plan ("RVLP") policies and checklist are used to determine the agricultural viability of the site. The project site is zoned AE-40 (Exclusive Agriculture - 40 acre minimum); therefore, the parcel should not be rezoned, unless it meets the criteria of the RVLP checklist.

Under the RVLP, if the lot is restricted by a California Land Conservation Act ("Williamson Act") Contract, then it is restricted from zone changes. This parcel is not restricted by a Williamson Act Contract. As such, a RVLP checklist was conducted and concluded that the parcel would receive thirteen (13) RVLP points (see Attachment 6, RVLP Checklist & Backup). Policy RVLP-1.4 states, "If the number of points accumulated is seventeen (17) or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is eleven (11) or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system." A detailed evaluation of the parcel under the RVLP has been completed since the project is proceeding as a zone change.

The requested zone change has been found to be compatible with established land uses in the surrounding area and is not in conflict with the furtherance of overall County development strategies, plans, and policies.

Under the RVLP, if the lot is restricted by a California Land Conservation Act (“Williamson Act”) Contract, then it is restricted from zone changes. This parcel is not restricted by a Williamson Act Contract. RVLP-1.3 states “In order to protect and maintain the agricultural viability of the area, the County shall maintain several exclusive agricultural zones, each containing a different minimum parcel size. The County shall apply such zones to lands located outside adopted UDBs and HDBs, where such boundaries have been adopted, generally below and west of the 600-foot elevation contour line as it occurs in Tulare County...” In this case, the Project site is located within the UAB for the City of Visalia.

PF-4.19 states “As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city’s UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city’s UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small “stand alone,” non urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.”

The City of Visalia Land Use Map shows the land use designation as Heavy Industrial. The proposed swap meet would be allowed with the proposed Zone Change. The proposed project needs to comply with Tulare County Agreement No. 25781 between the City of Visalia and Tulare County. Based on the information above, the requested change of zone has been found to be compatible with established land uses in the surrounding area and is not in conflict with the furtherance of overall County development strategies, plans, and policies.

4. If the proposed change from the AE-40 Zone to the C-2-MU Zone is approved, then Section 16.II.B of the Tulare County Zoning Ordinance (“TCZO”) lists swap meet as a special use that requires a special use permit in the C-2 Zone.
5. This Project will not have a significant effect on the environment and has been determined to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and the Guidelines for the Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) pursuant to Title 14, Cal. Code Regulations, Section 15303, Class 3, pertaining to New Construction or Conversion of Existing Structures. The use of Section 15303 is applicable and appropriate Project proposes an adaptive reuse to utilize the following existing structures for a swap meet with parking, food trucks, & a beer garden: 2,420 square foot office, 4,950 square foot storage building, 5,101 square foot storage building, 28,432 square foot canopy, 53,323 square foot canopy, 1,328 square foot restroom, 2,500 square foot house, 3,121 square foot house, 3801 square foot structure, and two onsite retention ponds.
6. The Board of Supervisors, at their regular meeting of November 30, 2010, adopted by Resolution 2010-0927, a Notice of Intent to Collect Tulare County Public Facility Fees, also known as Development Impact Fees. New Development may be subject to County Development Impact fees.

C. This Planning Commission further determines that the proposed Project, together with the provisions for its design and improvements, is consistent with the Tulare County General Plan, as amended, and

D. This Planning Commission, after considering all evidence presented, finds that approval of said Special Use Permit will promote the orderly growth of the County and will assure the health, safety and welfare of the people of the County.

AND, BE IT FURTHER RESOLVED as follows:

E. This Commission hereby finds that the Categorical Exemption is the appropriate environmental determination and approve Special Use Permit No. PSP 24-074 subject to the following conditions:

**STANDARD CONDITIONS OF APPROVAL:**

1. Development shall be in accordance with the site plan(s) as submitted by the applicant (Exhibit “A”) and/or as modified by the Planning Commission and with the Site Plan Development Standards pertaining to a use of this type adopted by the Planning Commission on February 20, 1970.
2. Regardless of Condition No. 1 above, and in accordance with Section 18 (Minor Modifications-Director’s Approval) of the Zoning Ordinance, the Planning Director is authorized to approve minor modifications in the approved plans upon a request by the Applicant, or his successors as long as said modifications do not materially affect the determination of the Planning Commission. Such modifications shall be noted on the approved plans and shall be initialed by the Planning Director.
3. The property owner(s) shall sign a Right to Farm Notice and return it to the RMA in order for it to be recorded with the Resolution approving this Special Use Permit. (Exhibit “B”).
4. A Compliance Reporting and Monitoring Schedule (Exhibit “C”) has been established for this Project pursuant to Section 22 of the Tulare County Zoning Ordinance. Fees in the amount of \$130.00 are required to defray the expenses incidental to the compliance reporting and monitoring and said fees must be deposited into a Compliance Reporting and Monitoring Account prior to recording the Resolution for PSP 24-074. Receipt No. TRC-012458-27-05-2024 shows that the \$130.00 was paid on September 27, 2024, for Compliance Monitoring and Reporting.
5. All exterior lighting shall be adjusted to deflect direct rays away from public roadways and adjacent properties.
6. The proposed facility shall be maintained and operated in accordance with all State and County health regulations.
7. All new construction shall comply with Building Code, Fire Code, Mechanical Code, Electric Code and Plumbing Code requirements as applicable.
8. Any structures built shall conform to the building regulations and the building line setbacks of the Ordinance Code of Tulare County insofar as said regulations and setbacks are applicable to such structures.
9. The conditions set down herein which require construction of improvements shall be complied with before the premises shall be used for the purposes applied for, in order that the safety and general welfare of the persons using said premises,



and the traveling public, shall be protected. The Planning and Development Director may grant exceptions to this condition upon request by the Applicant.

10. This Special Use Permit shall automatically become null and void two (2) years after the date upon which it is granted by the Planning Commission, unless the Applicant, or his/her successor, has actually commenced the use authorized by the permit within said two-year period. The Planning Commission may grant one or more extensions of said two-year time, if an application for extension of time (by letter) is filed with the Planning Director of the Resource Management Agency prior to the permit's expiration date.
11. This Special Use Permit will not be effective until ten (10) days after the date upon which it is granted by the Planning Commission.
12. All standard conditions and all special conditions of approval of this Special Use Permit must be complied with at all times in order to continue the use or uses allowed. Compliance with such conditions is subject to review at any time. Normally, an initial review of compliance shall be conducted by the Tulare County Planning Commission twelve (12) months after the granting of said permit; however, the Planning Commission may schedule the review sooner under certain circumstances. Additional reviews may be undertaken at the discretion of the Planning Commission.
13. On November 30, 2010, the Tulare County Board of Supervisors adopted Resolution No. 2010-0927, which implemented a Notice of Intent to Collect Tulare County Public Facility Fees, also known as Development Impact Fees. New Development may be subject to County Development Impact fees.
14. The Applicant(s), at their sole cost and expense, shall defend, indemnify and hold harmless the County of Tulare, its agents, legislative body, officers or employees in any legal or administrative action, claim or proceeding concerning approval of Special Use Permit No. PSP 24-074; or, at its election and in the alternative, shall relinquish such approval. The Applicant(s) shall assume the defense of the County in any such legal or administrative action, claim or proceeding with legal counsel paid for in the entirety by the Applicant(s), but subject to the County's reasonable approvals. The Applicant shall also reimburse the County, its agents, its body, officers or employees for any judgments, amounts paid in the settlements court costs and attorney's fees with the County, its agents, legislative body, officers or employees may be required to pay at court as a result of such action, claim or proceeding. The County may, at its sole discretion, participate at its own expense in the defense of any such action, claim or proceeding, but such participation shall not relieve the Applicant(s) of legislative their obligations under this condition.

**PLANNING CONDITIONS**

15. Liquid waste disposal is by means of individual septic systems. Existing septic system will be subject to the Local Agency Management Program requirements per Part VII, Chapter 1, Articles 1-9, Ordinance of Tulare County, pertaining to Sections 7-01-1320 through 7-15-1575. Installation of new, on-site septic systems will require a site evaluation and soils testing. This evaluation must be done by a Qualified Professional, with the appropriate licensure (PE, PG, CHG, REHS, or CPSS). The report of this evaluation must be submitted to Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits.
16. If, during construction or grading activities on the site, any resources of an historic or prehistoric nature are discovered, the applicant, his heirs and assigns shall ensure that all construction or grading is immediately ceased, and the Tulare County Resource Management Agency Director is immediately notified of the discovery. Further development shall not continue until the Tulare County Resource Management Agency Director determines that appropriate and necessary recovery measures have been completed.
17. A parking and circulation management plan shall be instituted to ensure efficient use of the site design and facilitate customers entering and exiting the site with minimal impact to the surrounding network.
18. In order to mitigate any potential impacts on Avenue 328, a parking management plan shall be implemented. Parking has been oriented to the south of the site which will allow for the parking spots furthest from Avenue 328 to be parked first. Customers shall be directed by parking personnel to those empty spots furthest from the roadway to facilitate the avoidance of queues backing into the public ROW to the north. Over 1000 feet of drive aisle exists on both accesses from Avenue 328 to the rear of the site which provides significant space to allow for parking and circulation. Additionally, attendants shall be provided at the access locations to efficiently guide customers on to the site and directed towards the parking attendants. This will ensure getting people from the public ROW on to the site. Since Avenue 328 is a two-lane section and the prevailing traffic counts are relatively low, access and parking personnel should be able to sufficiently manage the operations of the site.
19. Final site design shall ensure adequate sight distance at all access locations.
20. The applicant shall comply with all applicable requirements of the San Joaquin Valley Air Pollution Control District as described in their comment letter dated January 31, 2025.

21. Prior to commencing operation and prior to recording the Planning Commission Resolution for PSP 24-074, the Board of Supervisors shall approve PZC 24-009.

**FIRE CONDITIONS** (Note, this checklist does not exclude builder /owner from all required applicable codes. If something was missed in the plan check process, the owner /builder will be expected to comply with the applicable code, regulation, or ordinance.)

22. Address posted, minimum 4"x3"x 1/2" line width permanent numbers visible from the street.
23. Fire lanes, with a maintained 20 feet width & 13 feet 6 inches vertical clearance shall always be maintained, marked, and or painted red, as identified on approved plans.
24. All buildings in compound shall post the building number on the exterior structure, visible to approaching traffic.
25. LRA-Remove all dead and dying vegetation within 30 feet of all structures, plus property lines, and 10' on each side of the driveway.
26. Knox Box or Knox padlock for locked or gated properties.
27. New gates shall be at least 20 foot wide, installed 30' back from the public way and open inward.
28. Fire Final required prior to building final. Call (559) 802-9807 to schedule.

**PUBLIC WORKS CONDITIONS** (These conditions are required to be completed before the issuance of the use permit, unless specified otherwise in the wording of the condition.)

25. A drive approach shall be constructed at each proposed and existing point of access to Avenue 328 on the subject site. The drive approach shall have a maximum width of 35 feet at the right of way line and shall be constructed in accordance with the Tulare County Improvement Standards. A wider drive approach may be constructed if geometric calculations justifying the wider drive approach are submitted to and approved by the Tulare County RMA – Engineering Branch.
26. A grading and drainage plan shall be prepared by a licensed civil engineer or licensed architect and shall be submitted to and approved by the Resource Management Agency – Engineering Branch prior to the issuance of any building permits / the use permit on the subject site. The plan shall include existing and proposed contours and detail the means of disposal of storm water runoff from the site in such a manner that all such runoff shall be collected and disposed of on-site. The plan shall specify a means of disposal such that runoff is not diverted to adjacent property or road frontage.

27. All on site parking areas and driveways shall be surfaced for all-weather conditions and be continually maintained so that dust and mud do not create conditions detrimental to the surrounding roadways.
28. The applicant or the applicant's contractor shall obtain the necessary encroachment permits from the Tulare County Resource Management Agency before starting any construction within the right of way of a County maintained road. The applicant may contract the Resource Management Agency – Encroachment Permit Section at 624-7000 for information on the requirements for encroachment permits in order to avoid unexpected delays. Improvements that typically require encroachment permits are drive approaches, curb and gutter, sidewalk, paveout and utilities.
29. The applicant shall make all necessary arrangements for the relocation of all overhead and underground public utility facilities that interfere with any improvements required to be constructed within the right of way of a county road. The applicant shall make necessary arrangements with the serving public utility company for the cost of relocating such facilities as no relocation costs will be borne by the County. The relocation of such facilities shall be completed before any encroachment permits will be issued for the construction of any improvements within the right of way of a county road.
30. The improvement requirement as identified in Condition No. 25 above is deferred until such time as building permits and certain other permits and certificates are issued as provided in Ordinance Code Section 7-15-1940 et seq.

**ENVIRONMENTAL HEALTH SERVICES DIVISION CONDITIONS**

31. The building permit process shall require additional plan review for the proposed Swap Meet facilities through the Tulare County Environmental Health Division (TCEH). For more information on the Swap Meet plan review process and fees, TCEH can be reached at (559)624-7400.
32. Any existing septic system(s) may need to be expanded, or new septic systems installed in order to accommodate the potential increase in waste flow.
33. Events where food vendors are to be present may require additional permitting through TCEH. For more information, TCEH can be reached at (559)624-7400.
34. Depending on the population served for events to be held on the premises, the proposed facility may be classified as a Public Water System by the State Water Resources Control Board – Division of Drinking Water (SWRCB). For more information, the SWRCB can be reached at (559)447-3300.
35. Toilet and handwashing facilities shall be available on site for all events.

36. Solid waste shall be properly disposed of to prevent nuisance of odors and vector harborage and breeding.
37. Water potability testing from the on-site domestic well may be required by TCEH prior to events. For more information, TCEH can be reached at (559)624-7400.

B. The Secretary of the Planning Commission is hereby directed to file this resolution, along with the site plan (attached as Exhibit “A”) and the Right to Farm Notice (attached as Exhibit “B”) for Special Use Permit No. PSP 24-074, for the record with the Recorder of the County of Tulare, pursuant to Section 7-01-2365.

The foregoing resolution was adopted upon motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, at a regular meeting of the Planning Commission on April 23, 2025, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY PLANNING COMMISSION

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Michael Washam, Secretary

Exhibits: Exhibit A: Site Plan  
Exhibit B: Right to Farm Notice  
Exhibit C: Compliance Monitoring and Reporting Schedule  
Exhibit D: San Joaquin Valley Air Pollution Control District letter dated 1/31/2025

## Site Plan Illustration

### PZV 24-009 & PSP 24-074





Exhibit "B"

RIGHT TO FARM NOTICE

RE: Use Permit No. PZC 24-009 & PSP 24-074

or

Parcel Map No. \_\_\_\_\_

or

Subdivision Map No. \_\_\_\_\_

or

Mining and Reclamation Plan No. \_\_\_\_\_

In accordance with Section 7-29-1070(a) of the Tulare County Ordinance Code; and as a condition of approval of the above-referenced use permit, parcel map, subdivision map or mining and reclamation plan, the undersigned hereby acknowledges that:

It is the declared policy of Tulare County to conserve, enhance and encourage agricultural operations within the County. Residents of property on or near agricultural land should be prepared to accept the inconveniences and discomfort associated with agricultural operations, including, but not necessarily limited to noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) during any 24 hour period, storage and disposal of manure, and the application by spraying or otherwise of chemical fertilizers, soil amendments, herbicides and pesticides. Consistent with this policy, California Civil Code Section 3482.5 provides that no agricultural operation, as defined and limited by that section, conducted and maintained for commercial purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three years if it was not a nuisance at the time it began.

Dated: \_\_\_\_\_

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

Dated: \_\_\_\_\_

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

## **Attachment "C"**

### **COMPLIANCE REPORTING AND MONITORING** **SCHEDULE AND FEE NOTICE**

#### **CASE NO. PSP 24-074**

Section 22 of the Tulare County Ordinance mandates a program to monitor and ensure compliance with conditions imposed as part of approval of this project. It also mandates that fees be imposed to defray the expense incidental to any monitoring and compliance reviews. The following is the adopted fee schedule:

Compliance review fees are based on an hourly rate as adopted by the Tulare County Board of Supervisors. The minimum deposit is based on the estimated number of inspections for the compliance review process.

A Compliance Reporting and Monitoring Schedule was established and imposed as a condition of your use permit. **The first compliance review of your project is schedule for 12 months from the date of approval.** If the use is to commence prior to this first scheduled inspection, you must call (559) 624-7000 to reschedule the first inspection.

At the time that PSP 24-074 was submitted, a deposit of \$130 was made to the Compliance Reporting and Monitoring Account for the first two compliance reviews. **Future annual compliance reviews will require new deposits of \$130 prior to scheduling future compliance reviews.** These deposits can be made at the Tulare County Resource Management Agency offices, located at 5961 S. Mooney Blvd., Visalia. Additional deposits may be required if the account is depleted. If the use has not commenced and an extension of time is needed, an additional deposit is required with the extension of time request.

Upon completion of the project and/or termination of the compliance reporting and monitoring schedule, the deposit account will be reviewed to determine if excess fees exist. A written request is required for a refund of excess fees remaining in the account. These fees are also subject to waiver or refund under Sections 130 and 135 of the Tulare County Ordinance Code.

If there are any questions regarding this notice, please contact Building Inspection/Code Compliance staff at (559) 624-7000.

# Compliance Monitoring & Reporting – Review Record

Applicant Name: Galloway/Eric Tange Project Number: PSP 24-074  
Project Planner: Sandy Roper Receipt No: TRC-012458-27-09-2024  
Deposit Date: 9/27/2024 Deposit Amount: \$3,343 (including the \$130 Compliance Monitoring Fee)  
Check No: 18430 Depositor Name: Larry Ritchie APN: 078-050-030  
Location: 12021 Avenue 328, Visalia, CA

Field Investigations			Building and Associated Permits
Review#	Date	Amount	
_____	_____	_____	_____
_____	_____	_____	_____

**Status of Investigation:**Compliant ☐

Conditions Required to Satisfy:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Compliance Certificate**

Date Issued: \_\_\_\_\_ Planner: \_\_\_\_\_

**Additional Deposits**

Deposit Date: \_\_\_\_\_ Deposit Amount: \_\_\_\_\_ Receipt No: \_\_\_\_\_

**Refund Status:**

Refund Due: \_\_\_\_\_

Date Refund Request Sent: \_\_\_\_\_ Response Deadline: \_\_\_\_\_

Date Refund Request Returned: \_\_\_\_\_ OR No Response within allocated time: \_\_\_\_\_

**Accounting Record:**

Date Sent to Accounting: \_\_\_\_\_ Date Deposit Transferred: \_\_\_\_\_

Date of Refund (If required): \_\_\_\_\_ Check No: \_\_\_\_\_

To: \_\_\_\_\_



January 31, 2025

Sandy Roper  
County of Tulare  
Resource Management Agency  
5961 South Mooney Blvd  
Visalia, CA 93277

**Project: Zone Change No. PZC 24-009 and Special Use Permit No. PSP 24-074**

**District CEQA Reference No: 20250056**

Dear Ms. Roper,

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Special Use Permit (SUP) from Tulare County (County). Per the SUP, the project consists of the establishment of a swap meet with parking, food trucks, and a beer garden on an existing equipment/storage yard (Project). The Project is located 12021 Avenue 328, in Visalia, CA.

The District offers the following comments at this time regarding the Project:

### **1) Project Related Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards.

Based on information provided to the District, Project specific annual criteria pollutant emissions from operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI):  
<https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>.

**Samir Sheikh**  
Executive Director/Air Pollution Control Officer

**Northern Region**  
4800 Enterprise Way  
Modesto, CA 95356-8718  
Tel: (209) 557-6400 FAX: (209) 557-6475

**Central Region (Main Office)**  
1990 E. Gettysburg Avenue  
Fresno, CA 93726-0244  
Tel: (559) 230-6000 FAX: (559) 230-6061

**Southern Region**  
34946 Flyover Court  
Bakersfield, CA 93308-9725  
Tel: (661) 392-5500 FAX: (661) 392-5585

## **2) Ambient Air Quality Analysis**

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website:  
<https://ww2.valleyair.org/permitting/ceqa/>.

## **3) Vegetative Barriers and Urban Greening**

There are residential units located near the Project. The District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

## **4) Clean Lawn and Garden Equipment in the Community**

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NO<sub>x</sub> and PM<sub>2.5</sub> emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and

funding can be found at: <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

## **5) District Rules and Regulations**

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

### **5a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources**

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

### **5b) District Rule 9510 - Indirect Source Review (ISR)**

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space.



The purpose of District Rule 9510 is to reduce the growth in both NO<sub>x</sub> and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NO<sub>x</sub> and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design.

Information about how to comply with District Rule 9510 can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview>

The AIA application form can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/>

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at [ISR@valleyair.org](mailto:ISR@valleyair.org).

### **5c) Other District Rules and Regulations**

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

### **6) District Comment Letter**

The District recommends that a copy of the District's comments be provided to the Project proponent.

## Exhibit "D"

*San Joaquin Valley Air Pollution Control District  
District Reference No: 20250056  
January 31, 2025*

*Page 5 of 5*

If you have any questions or require further information, please contact Ryan Grossman by e-mail at [Ryan.grossman@valleyair.org](mailto:Ryan.grossman@valleyair.org) or by phone at (559) 230-6569.

Sincerely,

Tom Jordan  
Director of Policy and Government Affairs



For: Mark Montelongo  
Program Manager

**CASE NO. PZC 24-009 & PSP 24-074 (Galloway/Eric Tange)**  
**CONSULTING AGENCY LIST**

**TULARE COUNTY AGENCIES**

- ☒ R.M.A. - Building Division (Kevin Sullivan)  
☒ R.M.A. - Code Compliance Division (Hector Ramos)  
☒ R.M.A. - Environmental Coordinator (Gary Mills)  
☒ R.M.A. - Public Works  
☒ R.M.A. - Flood/Permits/Subdivisions Division (Vannessa Sandoval)  
☐ R.M.A. - Parks and Recreation Division  
☐ R.M.A. - Building Services Division  
☐ R.M.A. - General Services Division  
☐ R.M.A. - Transportation/Utilities Division  
☐ R.M.A. - Solid Waste Division  
☒ H.H.S.A. - Environmental Health Services Division (Kevin Bangsund)  
☐ H.H.S.A. - HazMat Division  
☒ Fire Department (Mark Phillips)  
☒ Sheriff's Department - Visalia Headquarters  
☐ \_\_\_\_\_ Traver Substation  
☐ \_\_\_\_\_ Orosi Substation  
☐ \_\_\_\_\_ Pixley Substation  
☐ \_\_\_\_\_ Porterville Substation  
☐ Agricultural Commissioner  
☐ Education Department  
☐ Airport Land Use Commission (Jason Garcia-LoBue)  
☐ Supervisor District \_\_\_\_\_  
☒ Assessor  
☐ County Surveyor (Rob Abrahamian)

**LOCAL AGENCIES**

- ☐ Levee Dist. No 1  
☐ Levee Dist. No 2  
☐ \_\_\_\_\_ Irrigation Dist.  
☐ \_\_\_\_\_ Pub Utility Dist.  
☐ \_\_\_\_\_ Comm. Service Dist.  
☐ \_\_\_\_\_ Town Council  
☐ \_\_\_\_\_ Elem. School Dist.  
☐ \_\_\_\_\_ High School Dist.  
☒ City of Visalia (Paul Bernal)  
☐ County of \_\_\_\_\_  
☐ Tulare Lake Basin Water Storage Dist.  
☐ \_\_\_\_\_ Advisory Council  
☐ \_\_\_\_\_ Fire District  
☐ \_\_\_\_\_ Mosquito Abatement  
☐ \_\_\_\_\_ Kaweah Delta Water Cons. District  
☒ San Joaquin Valley Air Pollution Control District  
☒ Farm Bureau

**FEDERAL AGENCIES**

- ☐ Army Corps of Engineers  
☐ Fish & Wildlife  
☐ Bureau of Land Management  
☐ Natural Resources Conservation Dist.  
☐ Forest Service  
☐ National Park Service  
☐ \_\_\_\_\_

**STATE AGENCIES**

- ☐ Dept. of Fish & Wildlife Dist. 4  
☐ \_\_\_\_\_, DFG Area Biologist  
☒ Alcoholic Beverage Control  
☐ Housing & Community Development  
☐ Reclamation Board  
☐ Regional Water Quality Control Board - Dist. 5  
☒ Caltrans Dist. 6  
☐ Dept. of Water Resources  
☒ Water Resources Control Board  
☐ Public Utilities Commission  
☐ Dept. of Conservation  
☐ State Clearinghouse (15 copies)  
☐ Office of Historic Preservation  
☐ Dept. of Food & Agriculture  
☐ State Department of Health  
☐ State Lands Commission  
☐ State Treasury Dept. - Office of Permits Assist.  
☐ \_\_\_\_\_

**OTHER AGENCIES**

- ☐ U.C. Cooperative Extension  
☐ Audubon Society - Condor Research  
☐ Native American Heritage Commission  
☐ District Archaeologist (Bakersfield)  
☐ TCAG (Tulare Co. Assoc. of Govts)  
☐ LAFCo (Local Agency Formation Comm.)  
☐ Pacific Bell (2 copies)  
☐ GTE (General Telephone) (2 copies)  
☐ P.G. & E. (2 copies)  
☐ Edison International (2 copies)  
☐ The Gas Company (2 copies)  
☐ Tulare County Farm Bureau  
☐ Archaeological Conservancy (Sacramento)



# TULARE COUNTY FIRE DEPARTMENT

835 S Akers St, Visalia, CA 93277 - Phone (559) 802-9800 - Fax (559) 747-8242

Charlie Norman  
FIRE CHIEF

January 21, 2025

Attn: Sandy Roper

Tulare County Fire Department has conducted a plan review on plans # PZC 24-009, the following is a check list of requirements for: Change of Zone from AE-40 to C-2-MU.

## GENERAL FIRE REQUIREMENTS

- No comment on the zoning issue.

Respectfully submitted.

Mark Phillips  
Fire Inspector – Plans Examiner  
Tulare County Fire Department  
(559)624-7074



# TULARE COUNTY FIRE DEPARTMENT

835 S Akers St, Visalia, CA 93277 - Phone (559) 802-9800 - Fax (559) 747-8242

Charlie Norman  
FIRE CHIEF

January 21, 2025

Attn: Sandy Roper

Tulare County Fire Department has conducted a plan review on plans # PSP 24-074, the following is a check list of requirements for: Swap meet with vendor spaces, food trucks, and beer garden.

## GENERAL FIRE REQUIREMENTS

- Address posted, minimum 4"x3"x ½" line width permanent numbers visible from the street
- Fire lanes, with a maintained 20 feet width & 13 feet 6 inches vertical clearance shall always be maintained, marked, and or painted red, as identified on approved plans.
- All buildings in compound shall post the building number on the exterior structure, visible to approaching traffic.
- LRA-Remove all dead and dying vegetation within 30 feet of all structures, plus property lines, and 10' on each side of the driveway.
- Knox Box or Knox padlock for locked or gated properties
- New gates shall be at least 20 foot wide, installed 30' back from the public way and open inward.
- Fire Final required prior to building final. Call (559) 802-9807 to schedule.

\*Note, this checklist does not exclude builder /owner from all required applicable codes. If something was missed in the plan check process, the owner /builder will be expected to comply with the applicable code, regulation, or ordinance.

Respectfully submitted.

Mark Phillips  
Fire Inspector – Plans Examiner  
Tulare County Fire Department  
(559)624-7074



**TULARE COUNTY  
HEALTH & HUMAN SERVICES AGENCY**

Donna Ortiz  
Agency Director

Karen M. Elliott, MBA • Director • Public Health Branch  
Nilsa Gonzalez, REHS • Public Health Branch Deputy Director • Environmental Health Director

January 22, 2025

SANDY ROPER  
RESOURCE MANAGEMENT AGENCY  
5961 SOUTH MOONEY BLVD  
VISALIA, CA 93277

**Re: ZONE CHANGE AND SPECIAL USE PERMIT, PZC 24-009 AND PSP 24-074**

This office has reviewed the above referenced matter. Based upon our review, we have the following comments for this project:

1. The building permit process shall require additional plan review for the proposed Swap Meet facilities through the Tulare County Environmental Health Division (TCEH). For more information on the Swap Meet plan review process and fees, TCEH can be reached at (559)624-7400.
2. Any existing septic system(s) may need to be expanded, or new septic systems installed in order to accommodate the potential increase in wasteflow.
3. Events where food vendors are to be present may require additional permitting through TCEH. For more information, TCEH can be reached at (559)624-7400.
4. Depending on the population served for events to be held on the premises, the proposed facility may be classified as a Public Water System by the State Water Resources Control Board – Division of Drinking Water (SWRCB). For more information, the SWRCB can be reached at (559)447-3300.
5. Toilet and handwashing facilities shall be available on site for all events.
6. Solid waste shall be properly disposed of to prevent nuisance of odors and vector harborage and breeding.
7. Water potability testing from the on-site domestic well may be required by TCEH prior to events. For more information, TCEH can be reached at (559)624-7400.



**TULARE COUNTY  
HEALTH & HUMAN SERVICES AGENCY**

Donna Ortiz  
Agency Director

---

Karen M. Elliott, MBA • Director • Public Health Branch  
Nilsa Gonzalez, REHS • Public Health Branch Deputy Director • Environmental Health Director

Regards,

A handwritten signature in blue ink, reading "Kevin Bangsund".

Kevin Bangsund, REHS  
Environmental Health Specialist III  
Environmental Health Services Division



# **RESOURCE MANAGEMENT AGENCY**

## **INTEROFFICE MEMORANDUM**

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January 23, 2025

**TO:** Sandy Roper, Project Planner  
**FROM:** Vanesa Sandoval, Engineer II  
**SUBJECT:** Case No. PZC 24-009 & PSP 24-074

APPLICANT: Eric Tange  
APN: 078-050-030

The subject Case No. PZC 24-009 and PSP 24-074 have been reviewed. The following comments and recommendations are submitted for consideration in processing this matter.

The subject site is not located within any Urban Development Boundary.

The subject site is not located within the boundaries of any Specific Plan.

### **Flood Information:**

The following flood zone information is based on our interpretation of the Federal Emergency Management Agency (FEMA) National Flood Insurance Program Flood Insurance Rate Map for Community Number 065066 dated June 16, 2009, Panel No. 0645. The subject site is located within shaded Zone X.

Construction of buildings within a shaded Zone X (0.2 percent chance flood) require no specific flood mitigation measures, however, it is recommended that all finished floor levels be elevated one (1) foot above adjacent natural ground.

### **Right-of-way Information:**

The subject site lies on the south side of Avenue 328. The existing right of way on Avenue 328 is 80 feet (50 feet on the north side and 30 feet on the south side). Ultimate right of way on Avenue 328 is 84 feet.

### **Road Information:**

According to the county's maintained mileage maps, Avenue 328 is a county maintained road.



### **Attachment No. 3**

Memorandum

Page 2 of 2

Based on the 2024 Pavement Management System database, the existing pavement width on Avenue 328 is 34 feet. The pavement type on Avenue 328 is asphalt concrete.

The following conditions are recommended for the subject case. These conditions are required to be completed before the issuance of the use permit, unless specified otherwise in the wording of the condition.

1. A drive approach shall be constructed at each proposed and existing point of access to Avenue 328 on the subject site. The drive approach shall have a maximum width of 35 feet at the right of way line and shall be constructed in accordance with the Tulare County Improvement Standards. A wider drive approach may be constructed if geometric calculations justifying the wider drive approach are submitted to and approved by the Tulare County RMA – Engineering Branch.
2. A grading and drainage plan shall be prepared by a licensed civil engineer or licensed architect and shall be submitted to and approved by the Resource Management Agency – Engineering Branch prior to the issuance of any building permits / the use permit on the subject site. The plan shall include existing and proposed contours and detail the means of disposal of storm water runoff from the site in such a manner that all such runoff shall be collected and disposed of on-site. The plan shall specify a means of disposal such that runoff is not diverted to adjacent property or road frontage.
3. All on site parking areas and driveways shall be surfaced for all-weather conditions and be continually maintained so that dust and mud do not create conditions detrimental to the surrounding roadways.
4. The applicant or the applicant's contractor shall obtain the necessary encroachment permits from the Tulare County Resource Management Agency before starting any construction within the right of way of a County maintained road. The applicant may contract the Resource Management Agency – Encroachment Permit Section at 624-7000 for information on the requirements for encroachment permits in order to avoid unexpected delays. Improvements that typically require encroachment permits are drive approaches, curb and gutter, sidewalk, paveout and utilities.
5. The applicant shall make all necessary arrangements for the relocation of all overhead and underground public utility facilities that interfere with any improvements required to be constructed within the right of way of a county road. The applicant shall make necessary arrangements with the serving public utility company for the cost of relocating such facilities as no relocation costs will be borne by the County. The relocation of such facilities shall be completed before any encroachment permits will be issued for the construction of any improvements within the right of way of a county road.
6. The improvement requirement as identified in Condition No. 1 above is deferred until such time as building permits and certain other permits and certificates are issued as provided in Ordinance Code Section 7-15-1940 et seq.



January 31, 2025

Sandy Roper  
County of Tulare  
Resource Management Agency  
5961 South Mooney Blvd  
Visalia, CA 93277

**Project: Zone Change No. PZC 24-009 and Special Use Permit No. PSP 24-074**

**District CEQA Reference No: 20250056**

Dear Ms. Roper,

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Special Use Permit (SUP) from Tulare County (County). Per the SUP, the project consists of the establishment of a swap meet with parking, food trucks, and a beer garden on an existing equipment/storage yard (Project). The Project is located 12021 Avenue 328, in Visalia, CA.

The District offers the following comments at this time regarding the Project:

**1) Project Related Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards.

Based on information provided to the District, Project specific annual criteria pollutant emissions from operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI):

<https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>.

**Samir Sheikh**  
Executive Director/Air Pollution Control Officer

**Northern Region**  
4800 Enterprise Way  
Modesto, CA 95356-8718  
Tel: (209) 557-6400 FAX: (209) 557-6475

**Central Region (Main Office)**  
1990 E. Gettysburg Avenue  
Fresno, CA 93726-0244  
Tel: (559) 230-6000 FAX: (559) 230-6061

**Southern Region**  
34946 Flyover Court  
Bakersfield, CA 93308-9725  
Tel: (661) 392-5500 FAX: (661) 392-5585

## **2) Ambient Air Quality Analysis**

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website:  
<https://ww2.valleyair.org/permitting/ceqa/>.

## **3) Vegetative Barriers and Urban Greening**

There are residential units located near the Project. The District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

## **4) Clean Lawn and Garden Equipment in the Community**

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NO<sub>x</sub> and PM<sub>2.5</sub> emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and

funding can be found at: <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

## **5) District Rules and Regulations**

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

### **5a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources**

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

### **5b) District Rule 9510 - Indirect Source Review (ISR)**

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space.

The purpose of District Rule 9510 is to reduce the growth in both NO<sub>x</sub> and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NO<sub>x</sub> and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design.

Information about how to comply with District Rule 9510 can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview>

The AIA application form can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/>

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at [ISR@valleyair.org](mailto:ISR@valleyair.org).

### **5c) Other District Rules and Regulations**

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

### **6) District Comment Letter**

The District recommends that a copy of the District's comments be provided to the Project proponent.

## Attachment No. 3

*San Joaquin Valley Air Pollution Control District  
District Reference No: 20250056  
January 31, 2025*

*Page 5 of 5*

If you have any questions or require further information, please contact Ryan Grossman by e-mail at [Ryan.grossman@valleyair.org](mailto:Ryan.grossman@valleyair.org) or by phone at (559) 230-6569.

Sincerely,

Tom Jordan  
Director of Policy and Government Affairs



For: Mark Montelongo  
Program Manager

## Attachment No. 3

**From:** [Yelton, Elizabeth@DOT](mailto:Yelton.Elizabeth@DOT)  
**To:** [Sandy Roper](#)  
**Cc:** [Padilla, Dave@DOT](mailto:Padilla.Dave@DOT)  
**Subject:** PZC 24-009 & PSP 24-074 (Galloway/Eric Tange) Project Review - Consultation Notice  
**Date:** Thursday, January 23, 2025 2:11:49 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[PZC 24-009 & PSP 24-074 Consultation Notice - Reduced Sized PDF.pdf](#)

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### This Message Is From an External Sender

This message came from outside your organization.

Good afternoon Mr. Roper,

My name is Elizabeth Yelton, and I am the transportation planner assigned to the attached packet. I am emailing to share that this packet has been forwarded to our Traffic Operations department for review and I do anticipate that comments will be made, however I do not anticipate the review to be complete by the January 31, 2025, date.

When the review is complete, if there are any comments, we will forward them to your agency. In the meantime, if you have any questions or concerns, please reach out.

Thank you,



---

**From:** Sandy Roper <[SRoper@tularecounty.ca.gov](mailto:SRoper@tularecounty.ca.gov)>

**Sent:** Thursday, January 16, 2025 9:10 AM

**To:** Kevin Sullivan <[ksullivan@tularecounty.ca.gov](mailto:ksullivan@tularecounty.ca.gov)>; Hector Ramos Jr <[HRamos@tularecounty.ca.gov](mailto:HRamos@tularecounty.ca.gov)>; Gary Mills <[GMills@tularecounty.ca.gov](mailto:GMills@tularecounty.ca.gov)>; Vanesa Sandoval <[VSandoval@tularecounty.ca.gov](mailto:VSandoval@tularecounty.ca.gov)>; TCSeptic <[TCSeptic@tularecounty.ca.gov](mailto:TCSeptic@tularecounty.ca.gov)>; Kevin W Bangsund <[KBangsund@tularecounty.ca.gov](mailto:KBangsund@tularecounty.ca.gov)>; Mark Phillips <[MPhillips@tularecounty.ca.gov](mailto:MPhillips@tularecounty.ca.gov)>; Alissa Bartlett <[ABartlett@tularecounty.ca.gov](mailto:ABartlett@tularecounty.ca.gov)>; Mapping <[Mapping@tularecounty.ca.gov](mailto:Mapping@tularecounty.ca.gov)>; Paul Bernal <[paul.bernal@visalia.city](mailto:paul.bernal@visalia.city)>; [ceqa@valleyair.org](mailto:ceqa@valleyair.org); Patia Siong ([patia.siong@valleyair.org](mailto:patia.siong@valleyair.org)) <[patia.siong@valleyair.org](mailto:patia.siong@valleyair.org)>; Tulare County Farm Bureau <[tcfb@tulcofb.org](mailto:tcfb@tulcofb.org)>; Tricia Stever <[pstever@tulcofb.org](mailto:pstever@tulcofb.org)>; ABC Fresno <[Fresno@abc.ca.gov](mailto:Fresno@abc.ca.gov)>; LDR-D6@DOT <[LDR-D6@dot.ca.gov](mailto:LDR-D6@dot.ca.gov)>; WB-RB5F-CentralValleyFresno <[CentralValleyFresno@waterboards.ca.gov](mailto:CentralValleyFresno@waterboards.ca.gov)>

**Cc:** Eric Tange ([erictange@gallowayus.com](mailto:erictange@gallowayus.com)) <[erictange@gallowayus.com](mailto:erictange@gallowayus.com)>

**Subject:** PZC 24-009 & PSP 24-074 (Galloway/Eric Tange) Project Review - Consultation Notice

## Attachment No. 3

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Please see the attached PZC 24-009 & PSP 24-074 (Galloway/Eric Tange) Project Review - Consultation Notice and return any comments that you may have by January 31, 2025.

Thank you,



**Mr. Sandy Roper, Chief Planner/SMARA Certified Inspector**

Special Projects Division  
Economic Development & Planning  
Tulare County Resource Management Agency  
5961 S. Mooney Boulevard  
Visalia, CA 93277

**Phone:** (559) 624-7101

**Email:** [sroper@tularecounty.ca.gov](mailto:sroper@tularecounty.ca.gov)

RMA Office Hours are Monday – Thursday 7:30 a.m. – 5:30 p.m. and Friday 8 a.m. – 12:00 p.m.

**My Hours are Monday – Thursday 7 a.m. – 5:30 p.m.**



## California Department of Transportation

DISTRICT 6 OFFICE  
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616  
(559) 365-5140 | FAX (559) 488-4195 | TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



February 12, 2025

TUL-63-12.06  
Galloway/Eric Tange  
Swap Meet  
GTS: [50975](#)

SENT VIA EMAIL

Mr. Sandy Roper, Project Planner  
Tulare County - Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277

Dear Mr. Roper:

Thank you for the opportunity to complete a review of Site Plan Review (SPR) 24-009 & PSP 24-074, the proposal to change the Zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone and establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard. The project site is located 12021 Avenue 328, approximately 0.25 miles west of State Route (SR) 63, and approximately 0.87 miles northeast of the 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. Due to the proposed zone change, Caltrans recommends that a Transportation Impact Study (TIS) be completed for this project to address safety concerns to SR 63. The study should address how many new trips the project will generate, when they'll occur, analyze the Avenue 328/SR 63 intersection, turn lanes or deceleration lanes on Avenue 328, peak-hour management (especially Saturday mornings), and ensure safe sight distance. The study should include a safety analysis as described by the Caltrans 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 Caltrans Strategic Highway Safety Plan (SHSP).

2. The Safety Review will determine potential safety impacts the Project may have on the nearby traffic signal and at-grade intersections. The safety review should identify and analyze any potential safety impacts due to the potential increase in vehicle conflicts. Prior to the commissioning of the safety analysis, a scope of work shall be prepared for review and comment:
  - a. As part of the safety review or in a separate report, a peak hour queue analysis shall be completed to evaluate impacts that Project generated trips may create to SR 63. Queueing during the peak hour that may extend onto the highway mainline can cause a significant speed differential between an intersection queue and the mainline of the highway. Given the location of the Project site, the traffic consultant is to identify the peak hour before conducting the queuing analysis.
  - b. The project shall 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.
  - c. Please refer to the Safety Analysis Process contained in Appendix D of the LDR Safety Review Practitioner's Guidance included as Attachment B.
3. As a point of information, Caltrans has an upcoming project (06-1E990) that aims to rehabilitate pavement, incorporate complete streets features, upgrade crash cushions, traffic Management System elements, and facilities to Americans with Disabilities Act (ADA) standards. This work is scheduled to begin in Fall of 2028 and will take place on State Route 63 between Mooney Boulevard and Avenue 326.

If you have any other questions, please call Elizabeth Yelton, Transportation Planner at (559) 365-5140.

Sincerely,



Mr. DAVE PADILLA, Branch Chief,  
Local Development Review Branch

Attachments:

Attachment A - Crash Data on State Highway System Request Form

Attachment B - Appendix D of the LDR Safety Review Practitioner's Guidance



## Crash Data on State Highway System Request Form

Please complete this form to request crash data on the State Highway System (SHS):

1. Internal requesters shall submit this form to the respective District Traffic Safety office.
2. External requesters WORKING with Caltrans on SHS projects shall submit this form to Caltrans Engineers assigned to the projects or to the appropriate Caltrans District Public Information Office.
3. External requesters NOT WORKING on SHS projects may submit this form with a CPRA request. It is highly recommended to provide the necessary information on the form for Caltrans to process the request promptly. CPRA link:

[https://caltrans.mycusthelp.com/WEBAPP/\\_rs/\(S\(h2yg4jgtjvs3zld55xux1qsd\)\)/support/home.aspx](https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(h2yg4jgtjvs3zld55xux1qsd))/support/home.aspx)

Per Caltrans' records retention policy for Traffic Safety and Traffic Accident Surveillance and Analysis System, crash data is only available for the most recent 10 complete calendar years plus the current year.

### **Requester Information:**

Date Requested:		
Name	Title	Division/Office:
Address	Phone	Email

**Crash Data Requested:** Use the space below to describe your request and the basic data element desired. Data will be provided in PDF format only.

<b>Request Date Range:</b>  Start Date:                      End Date:  1 year      3 years      5 years      10 years      or Other (specify):	<b>Crash Count (# of crashes)</b>  <b>Crash Rate</b>
<b>Severity Level:</b>  <u>All</u> or:      Fatal      Serious Injury      Minor Injury      Possible Injury      PDO	
How data will be used (include any federal or state program):  DSDD or Other (specify):  Project EA# (if available):	
Location Description (*please include District, County, Route and Postmile info or lat/long): Location Tool Link: <a href="https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html?">https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html?</a>	

\*If a request is for multiple locations, a separate listing can be attached to the form if needed.

If you have questions using this form, please contact [crash.requests@dot.ca.gov](mailto:crash.requests@dot.ca.gov)





February 2024

# LOCAL DEVELOPMENT REVIEW (LDR) SAFETY REVIEW PRACTITIONER'S GUIDANCE

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LOCAL DEVELOPMENT REVIEW PROGRAM

LOCAL DEVELOPMENTAL REVIEW SAFETY  
REVIEW PRACTITIONERS GUIDANCE

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## List of Acronyms and Abbreviations

Caltrans – California Department of Transportation.....	1, 2, 3, 4, 7, 8, 9, 10, 12, 13, 14, 16
CEQA – California Environmental Quality Act.....	1, 2, 3, 4, 8
CPRA – California Public Records Act.....	13
DD – Deputy Directive.....	2
DP – Director's Policy.....	2
FHWA – Federal Highway Administration.....	2, 3, 14
GHG – Greenhouse Gas.....	4
GTS – Geo-based Tracking System.....	4, 9, 12, 16
HCM – Highway Capacity Manual.....	1
HSIP – Highway Safety Improvement Program.....	2, 10, 14
LDR – Local Development Review.....	1, 2, 3, 4, 7, 8, 9, 10, 11, 13, 14, 16
LOS – Level of Service.....	1, 9
LRSP – Local Roadway Safety Plan.....	2
NEPA – National Environmental Policy Act.....	4
OPR – Governor's Office of Planning and Research.....	4
OTS – Office of Traffic Safety.....	2
SER – Standard Environmental Reference.....	8
SHS – State Highway System.....	1, 2, 3, 4, 7, 8, 9, 12, 13
SSAR – Systemic Safety Analysis Report.....	2
TIA – Transportation Impact Analysis.....	7, 8, 9, 10, 12, 13
TIR – Traffic Investigation Report.....	9, 12, 16
TISG – Transportation Impact Study Guide.....	1, 3
TSB – Traffic Safety Bulletin.....	1
VMT – Vehicle Miles Traveled.....	4, 8
VRU – Vulnerable Road User.....	1, 3, 6, 7, 11



## Safety Review Screening Criteria

Developments are not required to go through a safety review if they meet both of the following criteria. Staff can refer to the ***LDR Safety Review Screening Guidelines (Appendix E)*** for detailed information.

- ☐ The project makes no physical modification in the State Highway System (SHS) right-of-way, and;
- ☐ The project results in zero additional trips by any mode on the SHS.

### 1. Purpose

This Local Development Review (LDR) Safety Review Practitioners Guidance (Guidance) provides instructions to the California Department of Transportation (Caltrans) personnel who conduct road safety reviews for proposed land use projects and plans affecting the State Highway System (SHS), within the scope of the LDR process. This Guidance replaces the guidance issued in December 2020 as part of the Traffic Safety Bulletin (TSB) #20-02-R1, titled *Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance*.

This Guidance establishes the recommended transportation safety impact review process for Caltrans and lead agencies for evaluating proposed land use projects. While this Guidance is intended to be used for projects affecting the SHS, it can also be used by lead agencies, developers/applicants, and consultants as a model for analyzing the safety impacts of proposed land use projects and plans on local roadways. This Guidance prioritizes vulnerable road users (VRU)<sup>1</sup> and underserved communities; enhances safety for pedestrians, bicyclists, transit, and vehicular modes; and applies both reactive and systemic perspectives.

This Guidance supports the shift away from using Highway Capacity Manual Level of Service (LOS) as a metric of analysis under the California Environmental Quality Act (CEQA), in accordance with implementing *Senate Bill 743*, and complements the “[\*Vehicle Miles Traveled-Focused Transportation Impact Study Guide\*](#)” (TISG) (dated May 20, 2020). It is intended that the safety reviews described herein are complementary to the broader LDR process.

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<sup>1</sup> FHWA defines Vulnerable Road Users as non-motorists such as a pedestrian or bicyclist. The full definition can be found here: [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf)



This Guidance aims to improve consistency and transparency of the safety review process, as part of the LDR process, and to facilitate sustainable development while improving safety on the SHS. The safety review process, as part of the LDR Program, is not intended to replace the encroachment permit review process.

## 2. Background

The Caltrans LDR Program is the conduit for reviewing projects and plans that could impact the SHS. The LDR Program aims to provide recommendations that encourage land use decisions to closely align with state transportation planning priorities, goals, policies, and plans for all land uses, so that these decisions do not impact the safety of the SHS. The LDR Program also evaluates studies and reports related to proposed developments, to ensure they analyze and document impacts, and that mitigation measures or project features avoid or minimize impacts to the SHS.

Caltrans has set a goal to reach zero traffic-related fatalities and serious injuries in California by 2050, which is part of the Federal Highway Administration's (FHWA) nationwide zero fatalities goal. The implementation of safety review into the LDR process will be a key strategy to reducing these collisions. Caltrans encourages lead agencies to develop Local Roadway Safety Plans (LRSPs), Systemic Safety Analysis Reports (SSARs) or Vision Zero Plans that create a framework to systematically identify and analyze traffic safety issues and recommend traffic safety improvements. Caltrans also encourages lead agencies to complete traffic safety impact analyses as part of their CEQA review process.

This Guidance builds off existing Caltrans policy and guidance, such as *Director's Policy 36 (DP-36)* and *Deputy Directive 25 (DD-25)*. DP-36 outlines a vision to eliminate fatalities and serious injuries on California roadways by 2050. DD-25 outlines the purpose and goals of the LDR program.

This Guidance supports the *Strategic Highway Safety Plan (SHSP)* goals and guiding principles. The guiding principles of the SHSP are to Integrate Equity, Double Down on What Works, Accelerate Advanced Technology, and Implement [the Safe System Approach](#). The Guidance demonstrates that Caltrans can:

- Integrate equity into the safety review process by identifying improvements beneficial to underserved populations.

- Double down on what works by prioritizing countermeasures that have been proved to reduce fatalities and severe injuries.
- Implement advanced technology on roadways where appropriate.
- Support the implementation of the Safe System Approach (SSA) in the safety review process by promoting a proactive safety process and emphasizing that safety is the responsibility of both roadway owners and users.

Working in conjunction with other statewide safety plans such as the *Highway Safety Improvement Program (HSIP)*, the *California Office of Traffic Safety (OTS) Highway Safety Plan*, and the *Commercial Vehicle Safety Plan*, the SHSP provides guidance that will influence the development of goals, strategies, and performance measures for stakeholders working to improve safety throughout California, with a goal to reduce traffic fatalities to zero. The Guidance supports Section 1.2 of the TISG by providing clarity on how to perform safety analysis in a transportation impact analysis. These LDR guidelines address how to increase safety for VRUs through Proven Safety Countermeasures.<sup>2</sup>

The LDR Program focuses on projects in which Caltrans serves as a reviewing or commenting agency and is not the lead approval entity. Caltrans, through LDR, is a Responsible or Commenting Agency for CEQA and National Environmental Policy Act (NEPA). Many proposals can directly or indirectly impact the SHS even if the proposed activity, project, or plan is several miles from a state facility. Off-system projects of Statewide, Regional, or Areawide Significance (See CEQA Section 15026), can impact the SHS as well as generate additional vehicle miles traveled (VMT) and increase greenhouse gas (GHG) emissions. Agencies overseeing the development of these projects submit documentation to Caltrans directly or, if acting under CEQA, via the Governor's Office of Planning and Research (OPR) State Clearinghouse website, which regularly notifies Responsible or Commenting State Agencies via email. Project information may include environmental documents, land use plans, public notices, and other CEQA/NEPA and non-CEQA/NEPA documents. Table 1 shows some example CEQA documents often involved with the LDR process and their timelines for review.

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<sup>2</sup> Caltrans' Proven Safety Countermeasures can be found here: <https://dot.ca.gov/programs/safety-programs/proven-safety-countermeasures>. FHWA's Proven Safety Countermeasures can be found here: <https://highways.dot.gov/safety/proven-safety-countermeasures>

Table 1 Typical CEQA Documents and Associated Comment Periods

Document	Comment Period
Initial Study (IS)	30-day
Notice of Preparation (for DEIR)	30-day
Negative Declaration (ND)	20-to-30-day (as specified)
Environmental Impact Report (EIR)	30-to-60-day (as specified)

Caltrans' Division of Transportation Planning maintains a centralized statewide database known as the Geo-based Tracking System (GTS) that maps and stores local development projects, plans, documents, and staff recommendations.

### 3. Scope

The scope of the safety review is dependent on multiple factors, including the type of state highway facility affected and the relative impact of the development to the SHS. The level of impact can vary according to the proximity, scale, type of development, amount of multimodal traffic using or crossing the state facility or through direct modification of state facilities to accommodate new access, new traffic patterns, or increased traffic volume. The land use context of the facility also impacts the likely mode splits and types of conflict that will probably be introduced. The following sections outline how to use Caltrans safety challenge areas and facility types to determine the context of the safety review.

#### 3.1 Using SHSP Challenge Areas to Determine Safety Review Context

As part of the SHSP, Caltrans has identified several safety challenge areas statewide that the Caltrans district traffic safety reviewer should consider when conducting a safety review.

The following six challenge areas were identified as high priorities in California as they represent the greatest opportunity to reduce fatalities and severe injuries:

- Lane Departures
- Impaired Driving
- Speed Management
- Pedestrians
- Bicyclists
- Intersection

The Caltrans district traffic safety reviewer should be familiar with the safety challenge areas, and the current and past initiatives related to those SHSP challenge areas. The *California SHSP Action Tracking Tool* is available for Caltrans staff to review the monitoring program results of the current statewide safety initiatives. The table titled "Potential Safety Review Considerations by SHSP Challenge Area" on page 18 of Appendix A outlines potential factors that safety reviewers consider depending on roadway and local area context, organized by SHSP challenge area. Not all considerations will be appropriate for all projects and locations.

### 3.2 Using Facility Types to Determine Safety Review Context

The type of facility can be used to determine the context of the review. The focus areas listed in Table 2 are not intended to limit the appropriate scope of a context sensitive safety review, but to set an expectation of the most probable impacts to a given type of facility. Table 2 summarizes the different facility types, relevant characteristics, and areas of focus during a safety review along the specific facility types. Special attention should be paid at all locations to the impacts of pedestrians, bicyclists, and transit users. Where possible, the facilities utilized by these groups should be maintained or improved.

Table 2 Facility Types, Characteristics, and Focus Areas

Facility Type	Relevant Characteristics	Safety Review Focus Areas
Rural two-lane conventional highways	Higher speeds with lower volumes, likely do not have significant bicycle or pedestrian volumes	Speed control, access management (driveways, intersections, and roundabouts), prevention of lane departures via alignment standards or delineation/signing, roadside clear recovery zone concepts, and providing rural area appropriate accommodations for bicycles and pedestrians
Suburban or urban conventional highways that may include a center two-way left-turn lane	Higher volumes and may include more multimodal traffic	Speed management, access management, accommodations for bicycles and pedestrians, traffic control devices (driveways/intersections/roundabouts), and conflict avoidance

Facility Type	Relevant Characteristics	Safety Review Focus Areas
Expressways that have been built for higher speeds and higher traffic volumes	Often accommodate bicycles and pedestrians, these facilities have high levels of traffic stress and are not comfortable for VRUs	Access management (acceleration/deceleration lanes or ramps), traffic control devices, conflict avoidance, appropriate speed control, and safer accommodation for bicycles and pedestrians, particularly at crossings
Rural multi-lane conventional highways	High volumes and high speeds	Speed management, access management (intersections and roundabouts), prevention of lane departures via alignment standards or delineation/signing, roadside clear recovery zone concepts, and providing rural area appropriate accommodations for bicycles and pedestrians, particularly at crossings
Multi-lane suburban and urban conventional highways	Higher speeds and will also include bicycle and pedestrian amenities	Speed management, accommodations for bicycles and pedestrians, traffic control devices (intersections and roundabouts), and conflict avoidance, particularly at intersections and driveways
Rural divided conventional highways (with separate alignments)	These highways often operate similarly to expressways	Access management (intersections, driveways, and roundabouts), conflict avoidance, appropriate speed control, and safer accommodation for bicycles and pedestrians, particularly at crossings
Urban divided conventional highways (with separate alignments)	Typically operate at lower speeds than rural counterparts but faster than other urban corridors	Speed management, accommodations for bicycles and pedestrians, traffic control devices (intersections and roundabouts), and conflict avoidance, particularly at intersections and driveways

Facility Type	Relevant Characteristics	Safety Review Focus Areas
Limited access freeway facilities	Designed to operate as free-flowing traffic at high speed, some freeways do permit bicycle and pedestrian access due to the lack of alternative routes, these facilities are not designed to be multimodal facilities	Points of controlled access (ramps), conflict avoidance (weaving, entering, existing maneuvers, ramp crossings), correlation between collisions and design standards such as widths and alignment, where appropriate, separation of VRUs users from vehicular traffic, and prevention of wrong-way driving

### 3.3 Additional Factors to Consider When Conducting Safety Reviews

The specific impact of developments to the SHS can also be determined by reviewing the following:

- Proximity of the development to the state highway facility.
- The number of multimodal trips added to the state highway facility or multimodal trips that need to cross the facility as the result of the development.
- The number of automobiles, heavy vehicles (trucks), bicycle, and pedestrian trips added to the state highway facility.
- Modification of access (including driveways and street parking), control, capacity, traffic patterns, or lane configuration to state highway facilities.
- Number of conflict points created or removed due to the development.

If an SHS facility is studied as part of a development's Transportation Impact Analysis (TIA), then a safety review is part of the LDR process and district Traffic Safety will be one of the functional reviewers.

If the initial TIA submitted to Caltrans by the developer does not include a safety analysis that provides the necessary information or considerations, the district LDR coordinator should request a safety analysis be included in the TIA, before completing the LDR review process.

Due to the varied nature of development, the difficulty of separating existing safety performance from that caused by development-related traffic, and the specific contexts of facilities across the state, there is no defined threshold of

significance for assessing safety impacts. Instead, at the TIA scoping meeting, the developer/applicant, local agency, and safety reviewer must determine what safety mitigations are required through a reasonable and realistic review of the actual impacts each development will have on the SHS. The significance of impacts should be determined with careful judgment on the part of a public agency and based, to the greatest extent possible, on scientific and factual data consistent with Caltrans' CEQA guidance contained in Caltrans' Standard Environmental Reference (SER), Chapter 36, "Environmental Impact Report," the CEQA guidelines found in the California Code of Regulations, Title 14, Division 6, Chapter 3, Article 5, Section 15064(f), "Determining the Significance of the Environmental Effects Caused by a Project.", the California Association of Environmental Professionals CEQA Statute & Guidelines document, and the Highway Design Manual.

Automobile congestion or delay itself does not constitute a significant environmental impact (Public Resources Code, §21099(b)(2)), and traffic safety should not be used as a proxy for road capacity.

### 3.4 Freeway Congestion Safety Considerations

Freeway congestion-related crashes should not be the focus of the LDR safety review. The intent of the Guidance is to provide an outline for when queuing should be reviewed for traffic safety impacts. A review does not necessitate the need for traffic safety mitigation but is to evaluate whether a significant safety impact based on speed differential may occur. Subsequently, the significance of that traffic safety impact by the project must be determined on a case-by-case basis. The Guidance recognizes the fluid nature of freeway exit ramp queuing, and the difficulty in developing a nexus to any one project.

When there are potential safety impacts, Traffic Operations may perform or review a freeway queuing analysis, pursuant to Appendix B. If a potential safety impact is identified, Traffic Operations will bring it to the attention of the Safety Reviewer. See Appendix B, "Freeway Exit-Ramp Queuing Analysis," for additional information based on the City of Los Angeles Interim Guidance for Freeway Safety Analysis.



## 4. Safety Review Process, Considerations, and Roles

### 4.1 Safety Review Process and Considerations

When the safety reviewer uses engineering judgement to determine that no safety review is necessary, the safety reviewer will document why the safety review is not needed in the GTS and the Type IR TIR (if one is opened). This documentation should specify the reason why the safety review is not needed. Refer to Safety Review Screening Criteria previously mentioned in this Guidance.

If a safety review is determined to be necessary during the initial scoping review, the safety reviewer will provide a request and scope to the district LDR coordinator for the safety analysis to be included in the TIA and will provide the requested safety analysis procedure. This includes the application form for the developer to request the appropriate Caltrans safety database information to conduct their analysis. The district LDR coordinator will forward the requested information to the lead agency or developer/applicant. The Caltrans Safety Data Request form can be found in Appendix C. Requesting additional information for safety reviews does not stop the clock on the CEQA review timeframe that is set by the local agency.

In some cases, Caltrans may not require a safety analysis to be completed by the developer/applicant, and in such cases, district staff may conduct the safety analysis. The process for developing a safety analysis is included in Appendix D.

The developer/applicant would complete its TIA including the appropriate safety study, and work with the local agency to submit it to the Caltrans LDR team for review.

The safety reviewer will first determine that the safety analysis was conducted according to the requested scope, and if not, will request updated information as appropriate. If the study was conducted according to the requested scope, the review team will verify that the analysis findings are correct and consistent with the inputs and proposed project elements. The reviewer will also compare the proposed development plan to existing Caltrans and local safety plans for consistency and best practices.

The district safety reviewer should use the latest HSIP Guidelines from Caltrans Division of Safety Programs to identify existing safety issues. Existing traffic safety issues on the SHS should be investigated via Type O investigation for resolution by Caltrans. Locations with existing safety issues that may be affected by the proposed development project should be reviewed for additional or alternate safety improvements to mitigate the increased conflicts.



Mitigation strategies for these safety impacts should not be vehicular capacity-increasing. Mitigations should not prioritize vehicle operations over pedestrian and bicycle safety. Other mitigation strategies should not degrade safety, mobility, or accessibility for VRUs.

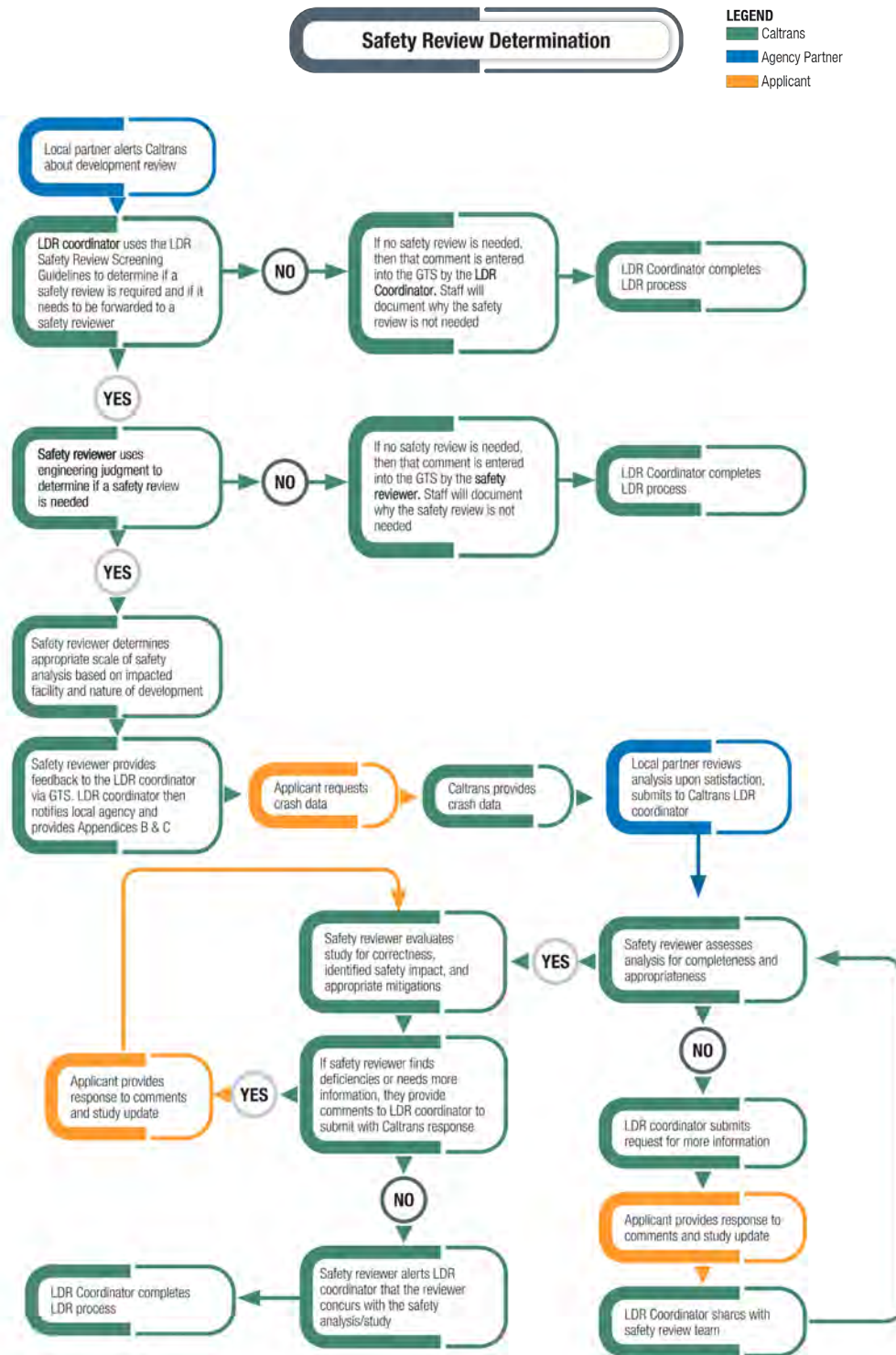
If significant safety impacts are identified in the TIA, the reviewer will evaluate the proposed mitigations to ensure consistency with current best practices, and that they are appropriately addressing the safety impact. For mitigation to be appropriate, the reviewer must identify a direct causal connection between the project and the impact.

The safety reviewer will then work with the LDR coordinator to incorporate any comments or requests into a response

letter from Caltrans to the lead agency.

The safety review determination process is shown in Figure 1.

Figure 1. Safety Review Determination Process



## 4.2 Roles and Responsibilities

The roles and responsibilities for each party involved in the safety review process are outlined below.

The Caltrans district LDR coordinator is responsible for the following activities:

- Serve as primary point of contact with lead agency and developer/applicant as necessary. Tasks include scheduling meetings, requests for additional information, and other general correspondence
- Use the Safety Review Screening Criteria to determine if the proposed project needs to be forwarded to the safety reviewer
- Request that a safety analysis be performed, if the safety reviewer determine that it is needed, and if not included in the initial submittal
- Shares submitted materials with safety review team to receive a determination if a safety review is needed
- Provide a letter on Caltrans letterhead with scope of required safety review methodology to the lead agency and developer/applicant
- Provide a request form for Caltrans safety crash data summary (Appendix C) to the local agency to forward to the developer/applicant
- Provide safety reviewer's comments/recommendations to the lead agency

The safety reviewer is responsible for the following activities:

- Consult with Traffic Operations, Planning, and/or Design and Maintenance when pertinent to consider access management, intersection controls, capacity, travel patterns, or lane configuration on state highway facilities
- Review existing Caltrans and local safety plans for consistency and best practices, use Caltrans' latest HSIP Guidelines from the Division of Safety Programs to identify existing safety issues
- Determine if safety analysis is required and define the scope of the safety analysis
- Review safety analysis as it relates to the SHS, evaluate proposed mitigation(s) for appropriateness in addressing the safety concern(s) and for compliance with best practices

- Provide Caltrans safety database crash data summary for safety analysis to the LDR coordinator upon receiving a completed request form in Appendix C and a California Public Records Act (CPRA) request if required
- Review whether Caltrans safety database information was interpreted correctly in the TIA
- Review Caltrans current and proposed projects for any planned safety improvements in the project area
- Review the projected safety impacts for consistency with engineering standards
- Compile the results of the safety analysis into a Traffic Investigation Report (TIR) and send comments/recommendations to the district LDR coordinator for the project, via GTS

Traffic Operations is responsible for the following activities:

- Review or perform needed operational analyses (e.g., freeway exit-ramp and/or intersection queuing analysis)
- Collaborate with Planning and safety reviewer regarding access management, intersection controls, capacity, travel patterns, or lane configuration on state highway facilities

The developer/applicant is responsible for the following activities:

- Request Caltrans crash data summary for the involved SHS facilities
- Conduct a transportation impact analysis that includes a safety review

The Lead agency is responsible for the following activities:

- Determine that the safety analysis complies with local requirements
- Review overall analysis and trip generation and VMT estimates
- Ensure the project is consistent with the lead agency's current plans and local growth priorities

## 5. Process for Conducting Review

The LDR coordinator will work with the safety reviewer to assess the potential safety impact of the project, and whether a safety review is needed. If it appears that a safety review will be needed, the safety reviewer completes a Phase 1 screen (see Figure 2).

A Phase 1 screen includes the following steps:

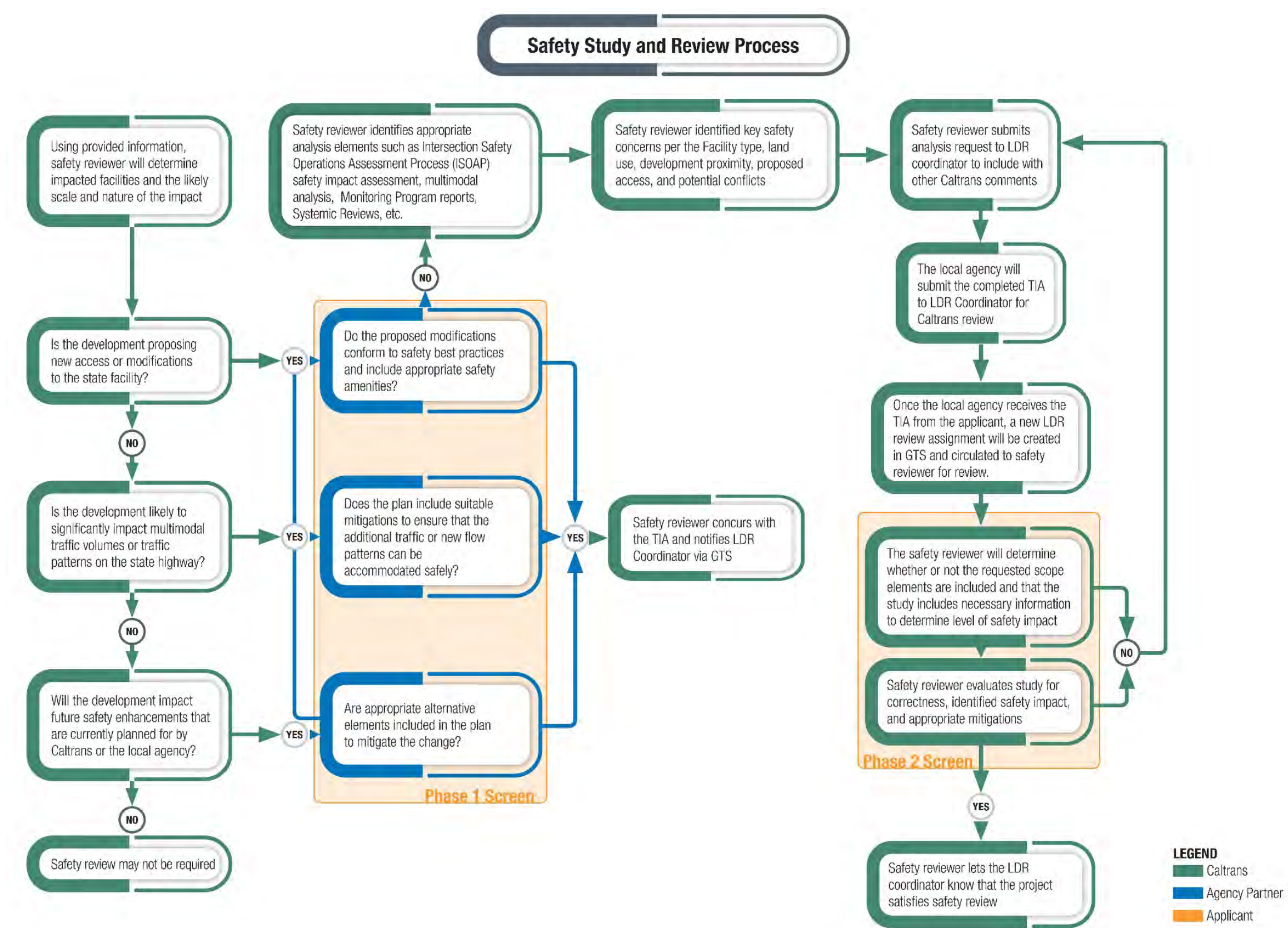
- Check if the proposed modifications conform to safety best practices and include appropriate safety countermeasures
- Determine if the plan includes suitable mitigations to address the safety impacts

The Phase 1 screening aims to provide any initial suggestions that would make the development more likely to meet safety goals (such as reducing fatalities, serious injuries, and conflicts with pedestrians and bicyclists). If the project appears to not have the necessary considerations to manage safety risks, the safety reviewer will define the scope and recommend a safety analysis process (as shown in Appendix D) to include with Caltrans' response. Upon receipt of the completed TIA with the recommended safety analysis, the safety reviewer will conduct a Phase 2 screen (see Figure 2).

The Phase 2 screen assesses the completeness, correctness, and appropriateness of the study's proposed safety mitigations. Safety data used in this process can be from Caltrans safety database data, results from the Monitoring Program and Table C/Wet Table C Reports, or any systemic review of the area or facility (such as a Local Road Safety Plan or District Safety Plan). Safety reviewers can refer to the Caltrans State Highway Safety Improvement Program (HSIP) Guidelines and *FHWA Proven Safety Countermeasures* for current safety countermeasures for appropriate mitigations/alternatives. Figure 2 outlines the LDR safety review process.



Figure 2. Safety Study and Review Process



## 6. Final Steps

Once the safety review process has been completed, the methods and results of the safety analysis are documented in the Type IR TIR, after which the recommendations are submitted to the district LDR coordinator via GTS. The safety reviewer will assist the district LDR coordinator with incorporating safety-related comments into the comment letter that will be sent to the lead agency.

Satisfactory completion of the LDR review process, including this safety review, is required before Caltrans issues encroachment permits to the developer/applicant or its contractors.











Caltrans will evaluate the LDR review process and Type IR investigations guidance in 2026 to determine if additional updates are needed.

## Appendix A

### Potential Safety Review Considerations by Strategic Highway Safety Plan (SHSP) Challenge Area



Table 3 Potential Safety Review Considerations by Relevant SHSP Challenge Areas

	Facility Access	Active Transportation Environment	Mode Split	Vehicle Speed	Traffic Control	Traffic Volume	New Conflicts
 <b>Bicycles</b>	<p>Accommodations for bikes at intersections, including bike detection, bike specific signal heads, bicycle leading interval, phase separations to prevent conflicting movements.</p> <p>Consider direct and exclusive bicycle access route(s) between the project and the SHS. Trail crossing(s) to facilitate access, as needed.</p>	<p>Reduce Level of Traffic Stress (LTS) and consider on-site amenities (secure bike parking) to encourage customers and employees to commute by bicycle.</p>	<p>Will the project generate or reduce the ratio of bike trips to vehicle trips?</p>	<p>Increase separation distance or width of bicycle lane where vehicle speeds are 35 MPH or higher.</p>	<p>Accommodations for bikes at intersections, including bike detection, bike specific signal heads, bicycle leading interval, phase separations to prevent conflicting movements.</p>	<p>Is there additional exposure for bicyclists?</p>	<p>Will new traffic patterns (driveways) conflict with an existing bikeway or bike lane?</p>
 <b>Impaired Driving</b>	<p>Reduce the number of high severity conflict points (left turns across high speed traffic) between the project and SHS.</p>	<p>Are separate pedestrian and bicycle facilities available along desired paths of travel?</p>	<p>Alternative modal access (walking, transit, taxi/ridesharing)</p>	<p>Roadways with appropriate design speed</p>	<p>Minimize driver workload when navigating related intersections</p>	<p>Consider how off-peak traffic volumes affect roadway conflicts. Does reduced congestion off-peak increase prevailing traffic speeds and crash risk? Is it more difficult, or easier, for pedestrians and bikes to cross?</p>	<p>Highlight new conflict points that cannot otherwise be eliminated (Green conflict zones for bikeways, intersection lane markings to guide turning movements)</p>
 <b>Intersections</b>	<p>Encourage project is using local roads for project access, rather than direct access to the SHS via driveways, to reduce conflict points on the SHS.</p>	<p>Accommodations for bikes and pedestrians, including Leading Pedestrian Intervals, high visibility crosswalks, pedestrian countdown heads. See FHWA Proven Safety Countermeasures for Pedestrian/Bicyclists and Intersections</p>	<p>Consider separate access points for vehicles from the other modes. Consider protected intersection designs.</p>	<p>Consider eliminating conflict points (crossing or turning movements) and adding speed management features.</p>	<p>Traffic Operations follows ICE process if appropriate to identify appropriate traffic control</p>	<p>Determine if roadway accounts for vehicle movements on all approaches</p>	<p>Traffic Operations follows ICE process if appropriate to identify any additional conflict created</p>
 <b>Lane Departures</b>	<p>Site access points are designed to safely accommodate anticipated vehicle speeds</p>	<p>Pedestrian and bicycle facilities have adequate separation from vehicular traffic</p>	<p>Design speed appropriate for expected mode split</p>	<p>Facility design speed is appropriate for access density, curvature, and anticipated traffic patterns</p>	<p>Traffic control is appropriate for design speed and adequate warning indicators are included in the design</p>	<p>Design speed appropriate for expected volume</p>	<p>Design does not introduce conflicts that might require high speed maneuvers</p>
 <b>Pedestrians</b>	<p>Consider direct and exclusive pedestrian access route(s) between the project and the SHS. Pedestrian crossing(s) to facilitate access, as needed.</p>	<p>Take note of existing pedestrian desire paths, and consider shortest distance/paths between project and transit stops, and other pedestrian attractors (coffee shops, restaurants, convenience stores) for improvements.</p>	<p>Determine if there will be an increase or decrease in pedestrian volume</p>	<p>Separation from vehicle traffic, especially where vehicle speeds are high. Consider traffic calming measures, where appropriate</p>	<p>Accommodations for pedestrians at intersections with traffic control, including crosswalks and sidewalks</p>	<p>Identify areas with increased exposure for pedestrians</p>	<p>New traffic pattern where vehicles cross sidewalks or crosswalks</p>
 <b>Speed Management</b>	<p>Design speed appropriate for access type and quantity</p>	<p>Appropriate separation for bicycles and pedestrians, such as raised crosswalk, separated bicycle lanes, and raised sidewalks</p>	<p>Design speed appropriate for expected mode split</p>	<p>Strategies to manage vehicle speed, including speed feedback signs, reduced lane widths, and changes to roadway design</p>	<p>Identify the traffic control appropriate for speed</p>	<p>Design speed appropriate for expected volume</p>	<p>Minimize driver workload and conflict as appropriate for design speed</p>
 <b>Aging Drivers</b>	<p>Avoid uncontrolled conflict points in areas with high senior populations</p>	<p>Provide ADA accessible facilities for pedestrians (curb ramps, crosswalks, countdown heads)</p>	<p>Facility design that encourages walking and slower vehicles</p>	<p>Design speed is appropriate for context and land use</p>	<p>Provide advanced warning and minimize driver workload at intersections</p>	<p>Appropriate traffic control and access management for volume</p>	<p>Eliminate or reduce unprotected left turn movements at project access points where possible.</p>
 <b>Commercial Vehicles</b>	<p>Does Commercial Vehicle (Truck) project generated trips warrant a separate access point from all other modes? Increased length acceleration and deceleration lanes needed?</p>	<p>Eliminate or reduce conflicts between modes by considering Speed Management, Ped/Bike, and Intersection FHWA proven safety counter-measure categories.</p>	<p>Identify if the development will result in an increase or decrease in commercial vehicle traffic</p>	<p>Design speed appropriate for expected truck volume</p>	<p>Traffic control and intersection design and signage directs commercial vehicles to appropriate routes and facilities</p>	<p>Design is appropriate for expected freight volume</p>	<p>Design eliminates or reduces potential for right-turn conflicts with commercial vehicles.</p>
 <b>Distracted Driving</b>	<p>Access points include redundant signage and markers to attract driver attention</p>	<p>Active transportation facilities are well marked and separated from vehicular traffic - including raised sidewalks, raised crosswalks, separated bicycle lanes, and curb bulb-outs</p>	<p>Identify if the development will result in an increase or decrease in vulnerable road user traffic</p>	<p>Design speed is appropriate and traffic control devices are clearly visible</p>	<p>Traffic control includes redundancy to capture driver attention - including additional signal heads or signage</p>	<p>Facility design and signage captures driver attention even when volume is low</p>	<p>Access points include redundant signage and marker to attract driver attention</p>
 <b>Young Drivers</b>	<p>Avoid uncontrolled conflict in areas such as high schools with inexperienced drivers</p>	<p>Provide well marked facilities for pedestrians and bicycles</p>	<p>Facility design encourages walking and slower driving</p>	<p>Design speed is appropriate for context and land use</p>	<p>Provide advanced warning and minimize driver workload</p>	<p>Appropriate traffic control and access management for volume</p>	<p>Avoid uncontrolled conflict in areas such as high schools with inexperienced drivers</p>

## Appendix B

### Freeway Exit-Ramp Queuing Analysis



If the Project adds two or more car lengths to the ramp queue that will extend into the freeway mainline, then the location must be reviewed for traffic safety impacts. This review must evaluate speed differential between the off-ramp queue and the mainline of the freeway during the same period.

The review for traffic safety impacts is needed to determine if traffic safety mitigation is necessary. Not all instances of freeway off-ramp queueing require traffic safety mitigation.

Traffic safety mitigation shall not be requested under conditions where queuing already exists on a freeway exit ramp. This includes:

- Conditions where freeway exit-ramp queuing currently extends onto the mainline;
- Where queuing currently exceeds the length of a freeway auxiliary lane; or
- Where freeway traffic volumes currently cause freeway exit ramp turning lanes to exceed capacity.

Traffic safety mitigation may be requested if freeway exit ramp queuing does not occur under the existing condition, but project-generated traffic volumes will cause a queue to extend onto the freeway mainline, creating a speed differential of 30 mph or greater. Speed differentials in congestion related rear-end collisions that are 30 mph or greater have shown the potential to increase severe injury and fatal injuries exponentially as the speed differential increases above the 30-mph threshold<sup>3</sup>.

The speed differential should be determined by identifying the operating speed of the freeway mainline lanes during the corresponding period during which the ramp is expected to experience project-related queue overflow. To determine the speed differential using a data-based approach, Caltrans Performance

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<sup>3</sup> Current Understanding of the Effects of Congestion on Traffic Accidents, Angus Eugene Retallack and Bertram Ostendorf, 2019, and Relationships Between Crash Casualties and Crash Attributes, SAE International, 1997.

Measurement System (PeMS) data should be used to identify freeway operating speed(s) during the applicable period.

If reliable PeMS data are not available for the subject location(s), other sources of speed data including location-based data collection services from available sources could be used. If no reliable data can be obtained to determine speed differentials, then no traffic safety impact mitigation shall be requested.

If the speed differential between the mainline lane speeds and the ramp traffic is less than 30 mph, the project would be considered to cause a less-than-significant safety impact and no traffic safety impact mitigation shall be requested.

If the speed differential is 30 mph or more, then there is a potential safety impact. To offset this potential condition, the traffic safety review should consider requesting the following preferred traffic safety impact mitigation strategies:

- Transportation demand management program(s) to reduce the project's trip generation, which may include increased transit access, commute trip reductions such as rideshare programs, shared mobility facilities (bicycle or vehicular), increased bicycle and pedestrian infrastructure;
- Investments to existing active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's trip generation; and/or
- Potential change(s) to the ramp terminal operations including, but not limited to lane reassignment, traffic signalization, signal phasing or timing modifications, turn lane extensions to accommodate the additional project traffic.

These traffic safety mitigations require Caltrans and the lead agency to coordinate early in the LDR process to discuss options, potential traffic safety mitigation, and agreement between Caltrans and the lead agency of the proposed traffic safety impact mitigation measure(s).

## Appendix C

### Caltrans Safety Data Request Form



### Crash Data on State Highway System Request Form

Please complete this form to request crash data on the State Highway System (SHS):

1. Internal requesters shall submit this form to the respective District Traffic Safety office.
2. External requesters WORKING with Caltrans on SHS projects shall submit this form to Caltrans Engineers assigned to the projects or to the appropriate Caltrans District Public Information Office.
3. External requesters NOT WORKING on SHS projects may submit this form with a CPRA request. It is highly recommended to provide the necessary information on the form for Caltrans to process the request promptly. CPRA link:

[https://caltrans.mycusthelp.com/WEBAPP/rs/\(h2yg4igtjvs3zld55xux1qsd\)\)/support/home.aspx](https://caltrans.mycusthelp.com/WEBAPP/rs/(h2yg4igtjvs3zld55xux1qsd))/support/home.aspx)

Per Caltrans' records retention policy for Traffic Safety and Traffic Accident Surveillance and Analysis System, crash data is only available for the most recent 10 complete calendar years plus the current year.

#### Requester Information:

Date Requested: <input type="text"/>		
Name	Title	Division/Office:
Address	Phone	Email

**Crash Data Requested:** Use the space below to describe your request and the basic data element desired. Data will be provided in PDF format only.

Request Date Range:		<input type="checkbox"/> Crash Count (# of crashes) <input type="checkbox"/> Crash Rate
Start Date: <input type="text"/> End Date: <input type="text"/> <input type="checkbox"/> 1 year <input type="checkbox"/> 3 years <input type="checkbox"/> 5 years <input type="checkbox"/> 10 years or Other (specify): <input type="text"/>		
Severity Level:		
<input type="checkbox"/> All or: <input type="checkbox"/> Fatal <input type="checkbox"/> Serious Injury <input type="checkbox"/> Minor Injury <input type="checkbox"/> Possible Injury <input type="checkbox"/> PDO		
How data will be used (include any federal or state program):		
<input type="checkbox"/> DSDD or Other (specify): <input type="text"/>		
Project EA# (if available): <input type="text"/>		
Location Description (*please include District, County, Route and Postmile info or lat/long): Location Tool Link: <a href="https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html?">https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html?</a>		
<input type="text"/>		

\*If a request is for multiple locations, a separate listing can be attached to the form if needed.

If you have questions using this form, please contact [crash.requests@dot.ca.gov](mailto:crash.requests@dot.ca.gov)

Last Modified: 12/1/22

## Appendix D

### Safety Analysis Process



## SAFETY ANALYSIS PROCESS

**Step 1: Data Collection**Crash Data:

3-5 years of most recent data including study areas crashes, injuries, and fatalities. This data set should include crash rates.

Volume:

Current multimodal volume on the study corridor. This should include crossing counts for bicycle, pedestrians, and a mode split breakdown.

Monitoring Reports:

This should check if the study segment **or intersections have been flagged in** safety monitoring reports. If so, note what issues and recommendations have **been identified**

**Step 2: Existing Conditions**Crash Rates:

Number of Crashes per Million Vehicle Miles Traveled



Number of Injuries per Million Vehicle Miles Traveled



Number of Fatalities per Million Vehicle Miles Traveled

Current Plans:

Identify any improvements from the Local Roadway Safety Plan (LRSP) or other relevant plans. Check for alternate corridor concepts in the TCR.

Known Deficiencies:

Identify facilities safety needs as noted in reference plans.

**Step 3: Project Assessment**Volume:

Note expected changes in multimodal volume that would be caused by the project.

Mode Split:

Identify changes in mode split that the project is expected to make.

Physical Changes:

**Identify proposed modifications to the State Facility.**

**Step 4: Impact Assessment**Crash Rates:

Will overall rates of injury/fatal crashes increase with proposed project? Safety reviewers can reference the TASAS rate group ADT

Modal or Vehicle Conflicts:

**Will new traffic flows introduce new, or exacerbate existing conflicts between** vehicles, pedestrians, and bicycles? Will the project create new unprotected vehicle movement across the State Facility?

Standards:

Are proposed changes inclusive of appropriate safety enhancements and consistent with current design standards?

**Step 5: Mitigations**Site Layout and Access:

Are there alternative access and layout opportunities that could **reduce a conflict and collision potential** for vehicles, bicycles, and pedestrians?

Off-Site Improvements:

Are additional off-site improvements that would help **site-related traffic get to and from the site more safely** for all road users?



## Appendix E

### Safety Review Screening Guidelines

# Local Development Review (LDR) Safety Review Screening Guidelines

## Document Purpose

The purpose of this document is to guide LDR staff in screening a project that is subject to an LDR to determine if it needs to be forwarded to the safety reviewer. LDR staff should obtain project information from the lead agency and applicant and review the criteria below to determine if a safety review is required. The decision whether a safety review is needed and reasoning behind the decision should be recorded in the LDR Geo-based Tracking System (GTS).

## Safety Review Screening Criteria

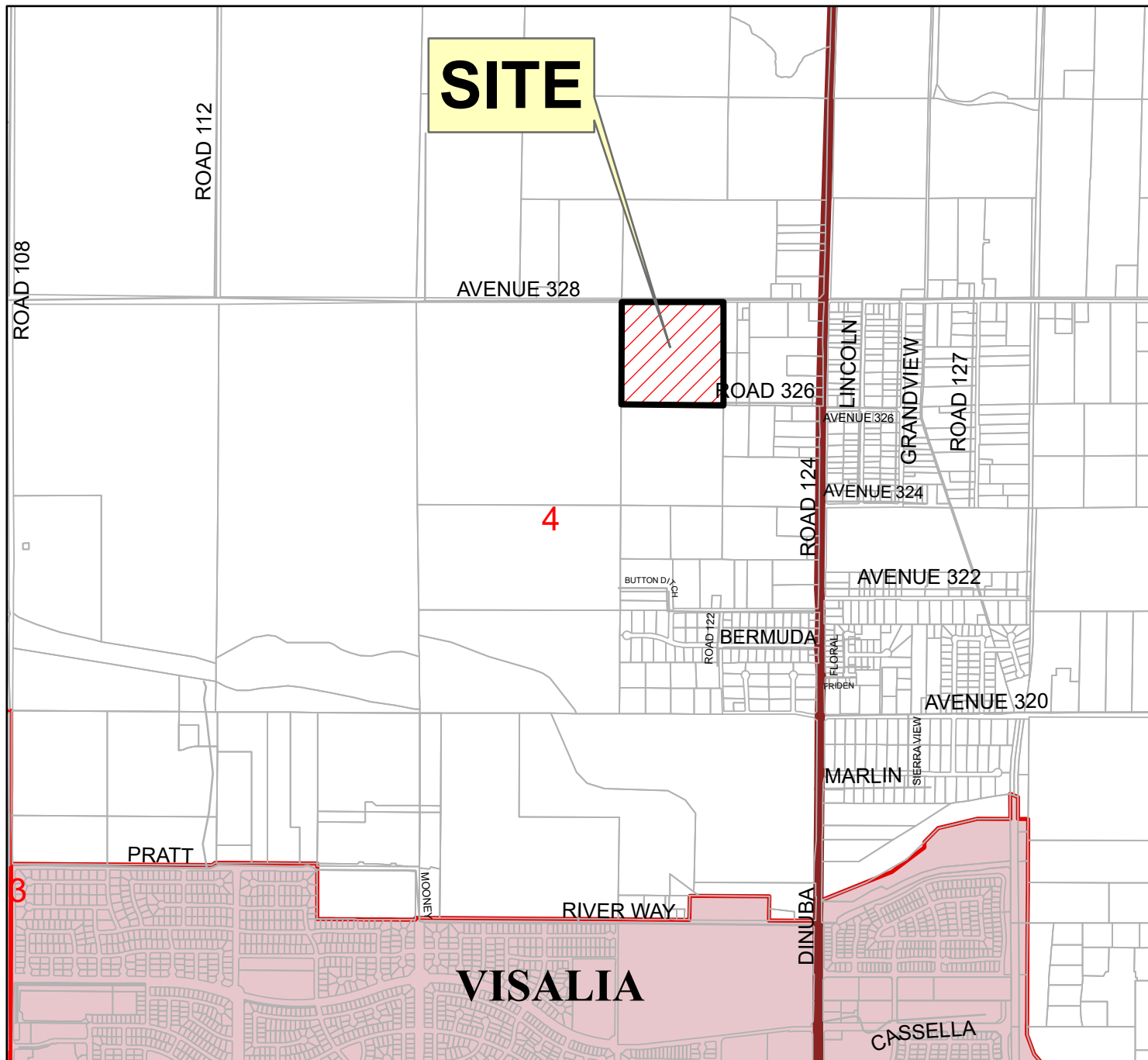
Developments are not required to go through a safety review if they meet both of the following criteria:

- ❑ The project makes no physical modification in the State Highway System (SHS) right-of-way
  - Examples of physical modifications to the SHS right-of-way can include:
    - Installation of driveways, intersections, roundabouts, or other access points onto the SHS right-of-way
    - Installation of bicycle or pedestrian infrastructure on the SHS right-of-way
    - Installation of features such as signage, buildings, utility structures, or foliage on the SHS right-of-way
- ❑ The project results in zero additional trips by any mode on the SHS (Utility projects, underground infrastructure, etc.)
  - This criterion should not only consider vehicle trips, but also trips made by pedestrians, bicyclists, and transit users
  - The project is not expected to need a transportation impact review process or does not produce any new trips

If the project meets both criteria above, the LDR coordinator may not need to route the document to the traffic safety reviewer. The LDR coordinator should document this decision and process in the GTS with supporting documentation.

If the project does not meet both criteria above, the LDR coordinator should consult with the safety reviewer to determine the extent of the required safety review. The LDR coordinator should document this decision and process in the GTS with supporting documentation.

# Vicinity Map for PZC 24-009 & PSP 24-074



Supervisory District: 4

- Supervisory Districts
- Highways
- Streets
- Cities

- Parcels
- PZC 24-009 & PSP 24-074

0 0.130.25 0.5  
Miles



# Aerial Photograph for PZC 24-009 & PSP 24-074



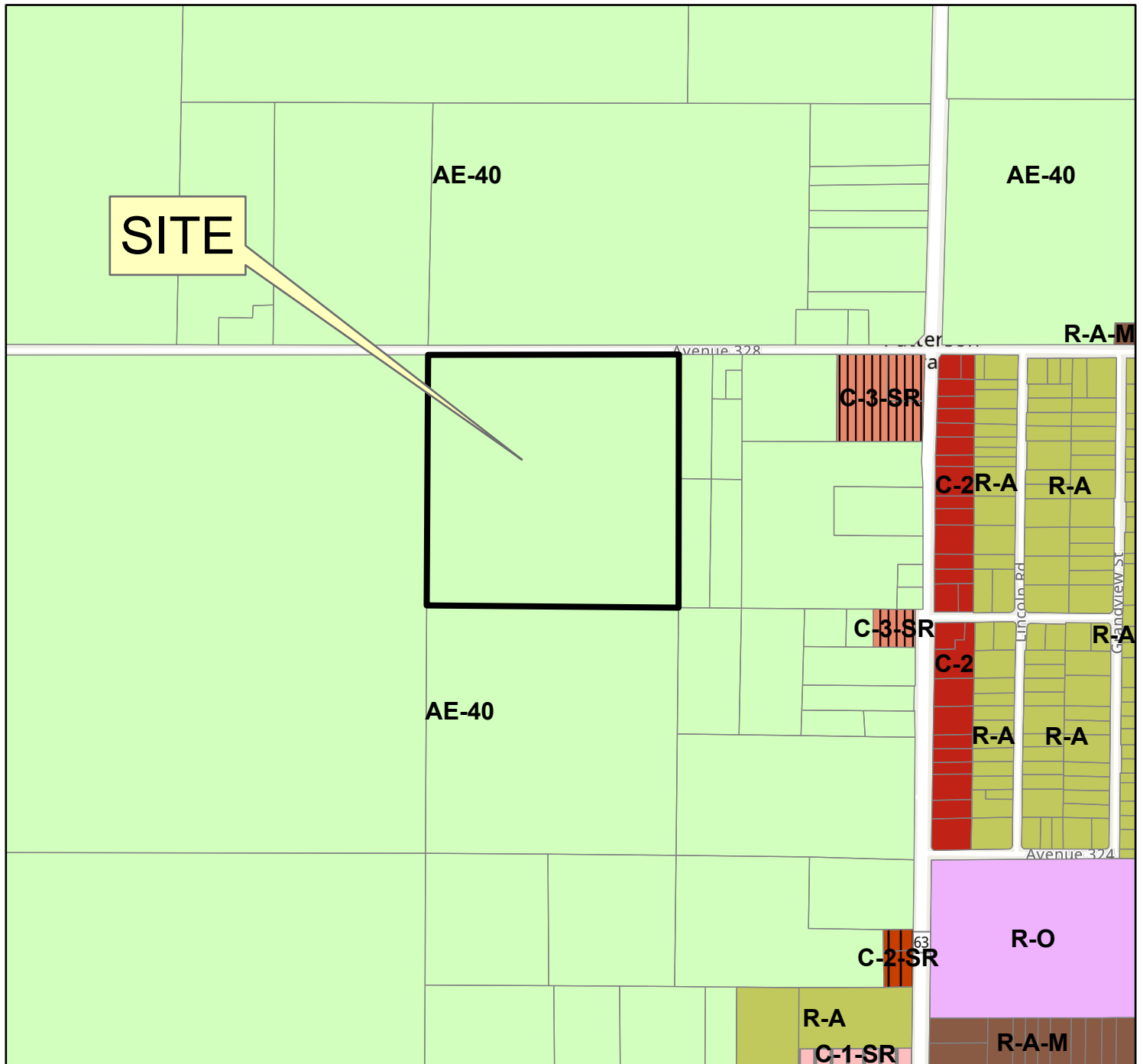
Owner: LARRY RITCHIE  
Applicant: GALLOWAY/ ERIC TANGE  
Address: 11878 AVENUE 328  
City, State, ZIP: VISALIA, CA 93291  
Supervisory District: 4  
Assessors Parcel: 078-050-030

0 200 400 600 Feet

Parcels  
PZC 24-009 7 PSP 24-074



# Existing Zoning Map for PZC 24-009 & PSP 24-074



Owner: LARRY RITCHIE  
 Applicant: GALLOWAY/ ERIC TANGE  
 Address: 11878 AVENUE 328  
 City, State, ZIP: VISALIA, CA 93291  
 Supervisorial District: 4  
 Assessors Parcel: 078-050-030

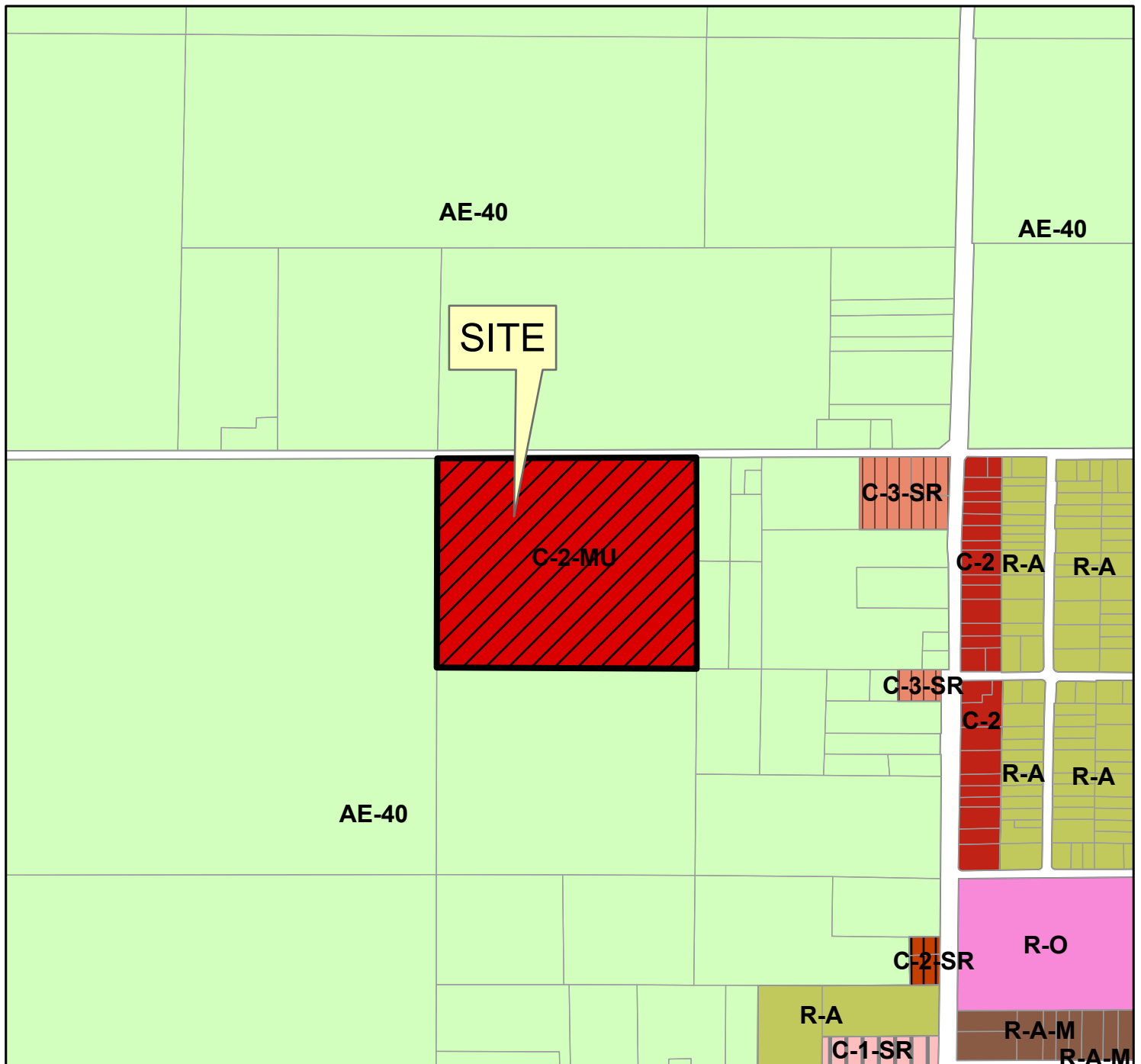
0 250 500 1,000 1,500  
 Feet

**ZONE**

AE-40	C-2-SR	R-O
C-1-SR	C-3-SR	Parcels
C-2	R-A	PZC 24-009 & PSP 24-074
	R-A-M	



# Proposed Zoning Map for PZC 24-009



Owner: LARRY RITCHIE  
 Applicant: GALLOWAY/ ERIC TANGE  
 Address: 11878 AVENUE 328  
 City, State, ZIP: VISALIA, CA 93291  
 Supervisorial District: 4  
 Assessors Parcel: 078-050-030

Parcels  
**ZONE**  
 AE-40  
 C-1-SR  
 C-2  
 C-2-MU

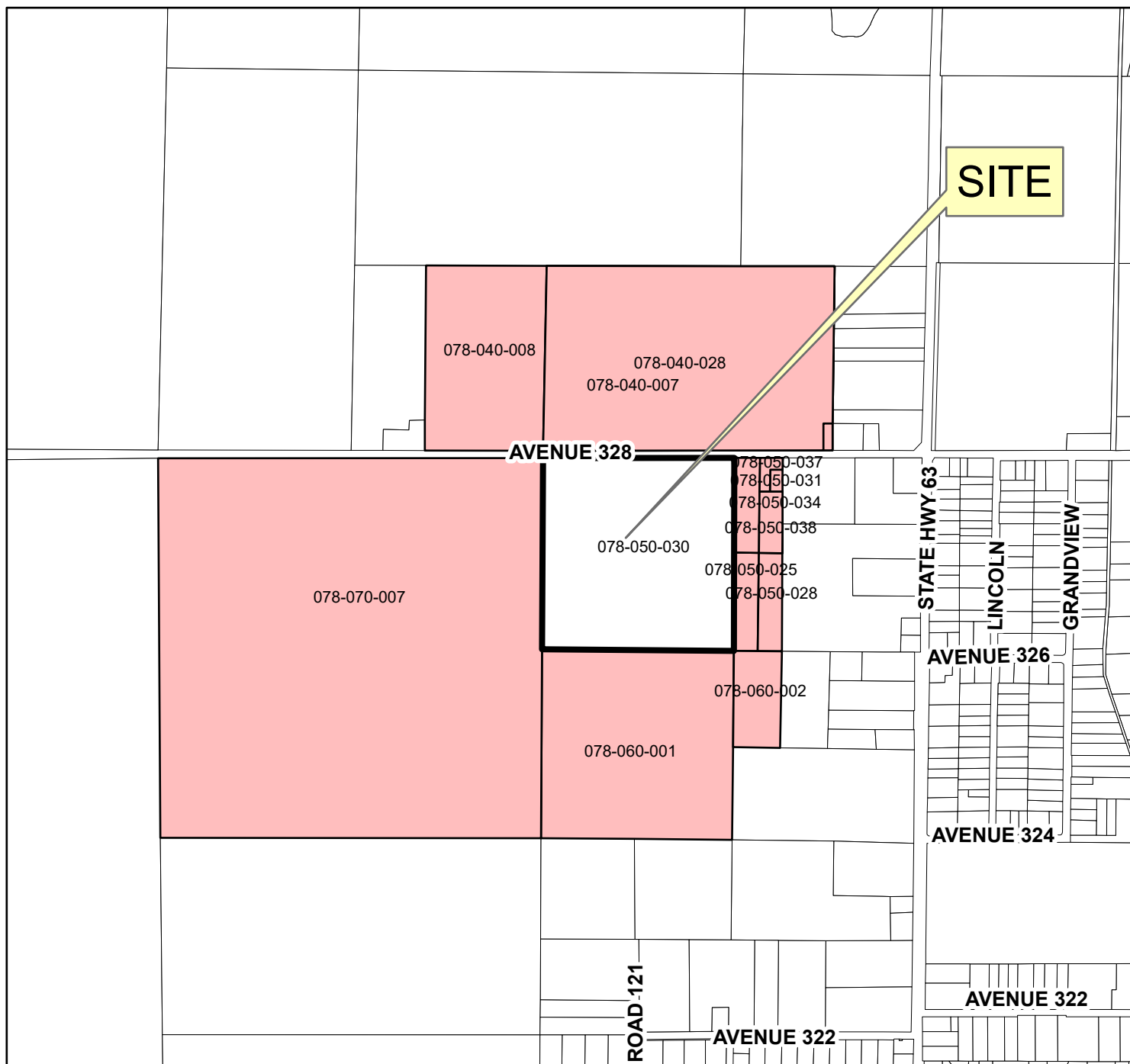
C-2-SR  
 C-3-SR  
 R-A  
 R-A-M  
 R-O  
 PZC 24-009

0 50 100 200  
 Feet





# Location and Property Ownership Map for Hearing Notification for PZC 24-009 & PSP 24-074



0 500 1,000 2,000  
Feet

Owner: LARRY RITCHIE  
Applicant: GALLOWAY/ ERIC TANGE  
Address: 11878 AVENUE 328  
City, State, ZIP: VISALIA, CA 93291  
Supervisorial District: 4  
Assessors Parcel: 078-050-030

Parcels  
PZC 24-009 & PSP 24-074  
300' Radius Parcels







United States  
Department of  
Agriculture

**NRCS**

Natural  
Resources  
Conservation  
Service

A product of the National  
Cooperative Soil Survey,  
a joint effort of the United  
States Department of  
Agriculture and other  
Federal agencies, State  
agencies including the  
Agricultural Experiment  
Stations, and local  
participants

# Custom Soil Resource Report for Tulare County, Western Part, California

**PZC 24-009 & PSP 24-074**



# Preface

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Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist ([http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2\\_053951](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951)).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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## **How Soil Surveys Are Made**

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Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

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### **Custom Soil Resource Report**

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

## **Attachment No. 6**

### Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

## **Soil Map**

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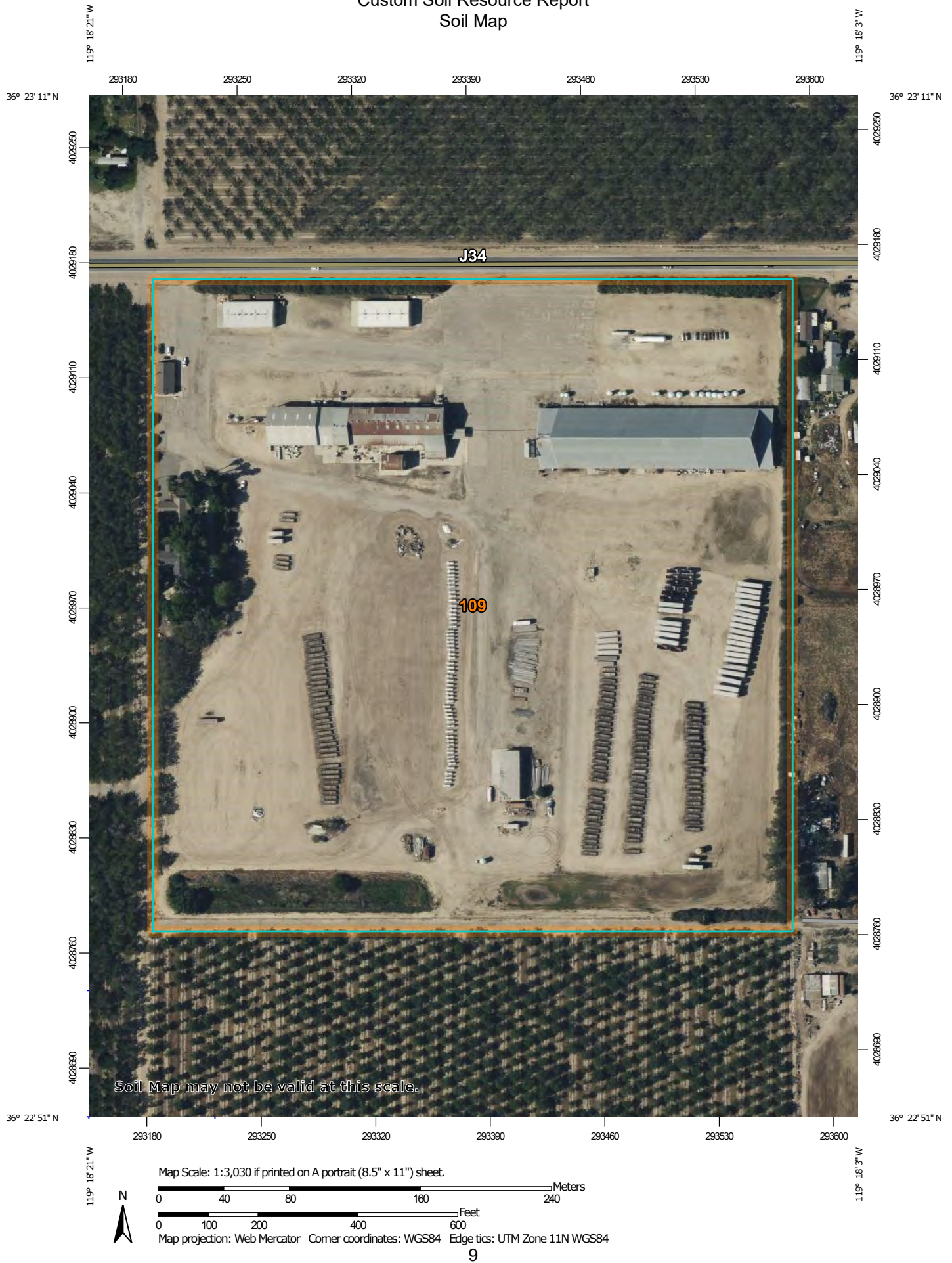
The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



# Attachment No. 6

## Custom Soil Resource Report

### Soil Map




# Attachment No. 6

## Custom Soil Resource Report

### MAP LEGEND

#### Area of Interest (AOI)

 Area of Interest (AOI)


#### Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

#### Special Point Features

 Blowout

 Borrow Pit


 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water


 Perennial Water

 Rock Outcrop


 Saline Spot

 Sandy Spot

 Severely Eroded Spot


 Sinkhole

 Slide or Slip


 Sodic Spot

 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

#### Water Features

 Streams and Canals


#### Transportation

 Rails


 Interstate Highways

 US Routes

 Major Roads

 Local Roads

#### Background

 Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Tulare County, Western Part, California  
Survey Area Data: Version 18, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 16, 2022—May 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
109	Crosscreek-Kai association, 0 to 2 percent slopes	38.5	100.0%
<b>Totals for Area of Interest</b>		<b>38.5</b>	<b>100.0%</b>

## Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

## Attachment No. 6

### Custom Soil Resource Report

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

## **Tulare County, Western Part, California**

### **109—Crosscreek-Kai association, 0 to 2 percent slopes**

#### **Map Unit Setting**

*National map unit symbol:* hp4c

*Elevation:* 230 to 400 feet

*Mean annual precipitation:* 8 to 12 inches

*Mean annual air temperature:* 63 to 64 degrees F

*Frost-free period:* 250 to 300 days

*Farmland classification:* Farmland of statewide importance

#### **Map Unit Composition**

*Crosscreek and similar soils:* 70 percent

*Kai and similar soils:* 15 percent

*Minor components:* 15 percent

*Estimates are based on observations, descriptions, and transects of the mapunit.*

#### **Description of Crosscreek**

##### **Setting**

*Landform:* Fan remnants

*Landform position (two-dimensional):* Shoulder

*Landform position (three-dimensional):* Side slope

*Down-slope shape:* Linear

*Across-slope shape:* Linear

*Parent material:* Formed by the chemical and mechanical alteration of the kai series which originally formed in alluvium derived from granitic rock

##### **Typical profile**

*Ap1 - 0 to 11 inches:* loam

*Ap2 - 11 to 17 inches:* gravelly loam

*Ap3 - 17 to 55 inches:* sandy loam

*2Bkqmb - 55 to 60 inches:* cemented

##### **Properties and qualities**

*Slope:* 0 to 2 percent

*Depth to restrictive feature:* 40 to 60 inches to duripan

*Drainage class:* Well drained

*Runoff class:* Medium

*Capacity of the most limiting layer to transmit water (Ksat):* Low to moderately low  
(0.01 to 0.06 in/hr)

*Depth to water table:* More than 80 inches

*Frequency of flooding:* Very rare

*Frequency of ponding:* None

*Calcium carbonate, maximum content:* 10 percent

*Gypsum, maximum content:* 5 percent

*Maximum salinity:* Nonsaline to moderately saline (1.0 to 12.0 mmhos/cm)

*Sodium adsorption ratio, maximum:* 13.0

*Available water supply, 0 to 60 inches:* Moderate (about 7.8 inches)

##### **Interpretive groups**

*Land capability classification (irrigated):* 2s

*Land capability classification (nonirrigated):* 6s

*Hydrologic Soil Group:* C

# Attachment No. 6

## Custom Soil Resource Report

*Ecological site:* R017XY906CA - Non-Alkali San Joaquin Valley Desert

*Hydric soil rating:* No

### Description of Kai

#### Setting

*Landform:* Fan remnants

*Landform position (two-dimensional):* Shoulder

*Landform position (three-dimensional):* Side slope

*Down-slope shape:* Linear

*Across-slope shape:* Linear

*Parent material:* Alluvium derived from granitic rock sources

#### Typical profile

*A - 0 to 6 inches:* loam

*Bt<sub>kn</sub> - 6 to 39 inches:* loam

*Bk<sub>qm</sub> - 39 to 46 inches:* cemented

*Bt<sub>q</sub> - 46 to 65 inches:* stratified sandy loam to silt loam

#### Properties and qualities

*Slope:* 0 to 2 percent

*Depth to restrictive feature:* 4 to 12 inches to natric; 20 to 40 inches to duripan

*Drainage class:* Moderately well drained

*Runoff class:* Medium

*Capacity of the most limiting layer to transmit water (K<sub>sat</sub>):* Low to moderately low  
(0.01 to 0.06 in/hr)

*Depth to water table:* More than 80 inches

*Frequency of flooding:* Very rare

*Frequency of ponding:* None

*Calcium carbonate, maximum content:* 10 percent

*Maximum salinity:* Nonsaline to strongly saline (1.0 to 16.0 mmhos/cm)

*Sodium adsorption ratio, maximum:* 80.0

*Available water supply, 0 to 60 inches:* Very low (about 0.9 inches)

#### Interpretive groups

*Land capability classification (irrigated):* 3s

*Land capability classification (nonirrigated):* 7s

*Hydrologic Soil Group:* C

*Ecological site:* R017XY906CA - Non-Alkali San Joaquin Valley Desert

*Hydric soil rating:* No

### Minor Components

#### Quonal

*Percent of map unit:* 5 percent

*Landform:* Fan remnants

*Hydric soil rating:* No

#### Exeter

*Percent of map unit:* 4 percent

*Landform:* Fan remnants

*Hydric soil rating:* No

#### Calgro, saline-sodic

*Percent of map unit:* 3 percent

*Landform:* Fan remnants

*Hydric soil rating:* No

## **Attachment No. 6**

### Custom Soil Resource Report

#### **Hanford**

*Percent of map unit:* 2 percent

*Landform:* Alluvial fans, flood plains

*Hydric soil rating:* No

#### **Unnamed, ponded**

*Percent of map unit:* 1 percent

*Landform:* Depressions

*Hydric soil rating:* Yes



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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>



## Attachment No. 6

### Custom Soil Resource Report

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. [http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2\\_054242](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242)

United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. [http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2\\_053624](http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624)

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**Tulare County General Plan**

**Rural Valley Lands Plan - Parcel Evaluation Checklist**

Applicant's Name: Galloway/Eric Tange (PZC 24-009 & PSP 24-074)

**A. RESTRICTED TO AGRICULTURE VALUES**

If a following factor meets the "restricted to Agriculture" criteria, place an "R" in the value column and stop the evaluation. If the factor meets the "non-agricultural " criteria, place a "O" in the value column and continue the evaluation.

- |   | Value |
|---|-------|
| 1. Agricultural Preserve Status _____                         | [0]   |
| 2. Limitations for Individual Waste Disposal Facilities _____ | [0]   |

**B. VARIABLE POINT VALUE**

Each of the following land capability ratings (as per U.S.D.A. Soil Conservation Service data) have been awarded a number value as follows:

<u>Land Capability</u>	<u>Point Value</u>
Class I, II, or III	4 Points
Class IV	2 Points
Class V, VI, or VII	0 Points

For the following factor, determine the land capability rating(s) of the parcel under review and award its corresponding point value.

Class I, II, or III	(4 points) _____
Class IV	(2 points) _____
Class V, VI, or VII	(0 points) _____ [0]

**C. POINT VALUES**

If the following factor meets the highest relative suitability criteria, award the factor the number of points listed for the category. If the factor meets the lowest relative suitability criteria, award it a "O".

**FOUR POINT VALUE CATEGORY**

- Existing Parcel Size (use gross acreage figure) \_\_\_\_\_ [4]
- Existing Land Use/Suitability for Cultivation \_\_\_\_\_ [0]

**THREE POINT VALUE CATEGORY**

- Surrounding Parcel Size \_\_\_\_\_ [0]  
Note: Do not evaluate this factor if the site received "O" points for "Existing Land Use/ Suitability for Cultivation". Enter a "O" in such case.
- Surrounding Land Use \_\_\_\_\_ [3]
- Proximity to Inharmonious Uses \_\_\_\_\_ [0]  
Note: Flexible Point Value applicable in some cases.
- Proximity to lands in Agricultural Preserves \_\_\_\_\_ [3]

**TWO POINT VALUE CATEGORY**

1. Level of Ground Water and Soil Permeability \_\_\_\_\_ **[0]**

**ONE POINT VALUE CATEGORY**

1. Proximity to Fire Protection Facilities \_\_\_\_\_ **[0]**

Note: Three Point Value applicable in some case.

2. Access to Paved Roads \_\_\_\_\_ **[0]**

3. Historical Sites, Archaeological Sites, Wildlife Habitats, and/or Unique Natural Features \_\_\_\_\_ **[0]**

4. Flood Prone Areas \_\_\_\_\_ **[0]**

5. Availability of Community Domestic Water/ Fire Flow Requirements \_\_\_\_\_ **[1]**

6. Surface Irrigation Water \_\_\_\_\_ **[1]**

7. Groundwater Recharge Potential \_\_\_\_\_ **[1]**

Note: Do not evaluate this factor if the site received "O" points for "Surface Irrigation Water". Enter a "O" in such cases.

**TOTAL POINTS [13]**

## Attachment No. 7

BACK UP STATEMENT FOR  
RURAL VALLEY LANDS PLAN (RVLP)  
EVALUATION CHECKLIST  
For PZC 24-009 & PSP 24-074, 12021 Avenue 328, Visalia, CA

SITE EVALUATED: The 37.92-acre parcel was evaluated under the RVLP point exception system. The site is on one legal parcel, assigned Assessor Parcel Number (APN) 078-050-030.

A. RESTRICTED TO AGRICULTURAL VALUES

1. Agricultural Preserve Status:

The subject 37.92-acre parcel is not under contract as an Agricultural Preserve. **Zero (0) points are allocated.** (Note: One point is allocated if property is in Ag Preserve and Zero points are allocated if property isn't in Ag Preserve)

2. Limitation for Individual Waste Disposal Facilities:

The property can utilize existing septic systems that are located on the property. **Zero (0) points are allocated.** (Note: One point is allocated if property is prohibited from having a septic system and Zero points are allocated if property isn't prohibited from having a septic system)

B. VARIABLE POINT VALUE

1. Land Capability:

The Soil Conservation Service has rated the agricultural capability of the soil type Crosscreek-Kai Association as Non-Prime Class (Class Wet IIs-6 Class Dry VIs). Although the subject site is not currently irrigated, adjacent parcels to the north, south, and west are irrigated, so **Zero (0) points are allocated.** The property has not been irrigated and has not produced any type of crop since prior to Special Use Permit No. PSP 73-027 being approved in 1973 for the expansion of an existing cotton gin and seed storage facility. The property is currently used as an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large, covered canopies which are remnants of the former cotton gin. The site has a private water well and septic system which will be tested and reviewed to ensure adequacy for the proposed use.

Note: Class I, II, or III soils are allocated 4 points

Class IV soils are allocated 2 points

Soils that are not Class I, Class II, Class III, or Class IV are allocated 0 points

C. FOUR POINT VALUE CATEGORY

1. Existing Parcel Size:

The subject 37.92-acre site under evaluation is considered economically viable for productive agriculture. **Four (4) points are allocated.**

Note: Sites that are five acres (gross) or larger are considered economically viable for productive agriculture and are allocated 4 points. Sites that are less than five acres

(gross) are not considered economically viable for productive agriculture and are allocated 0 points.

2. Existing Land Use/Suitability for Cultivation:

The property is not in agricultural use or does not have the potential for cultivation. The property has not been irrigated and has not produced any type of crop since prior to Special Use Permit No. PSP 73-027 being approved in 1973 for the expansion of an existing cotton gin and seed storage facility. The property is currently used as an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large covered canopies which are remnants of the former cotton gin. The site has a private water well and septic system which will be tested and reviewed to ensure adequacy for the proposed use. **Zero (0) points are allocated.**

D. THREE POINT VALUE CATEGORY:

1. Surrounding Parcel Size: (Do not evaluate if the site received "0" points for Existing Land Use/Suitability for Cultivation. Enter a "0" for this factor in such cases.)

Approximately (insert the percentage of the area) of the area within a ¼ mile radius of the site is devoted to parcels that are 5 acres or larger. Approximately (insert the percentage of the area) of the area within a ¼ mile radius of the site is devoted to parcels that are less than 5 acres. **Zero (0) points are allocated.**

Note: The highest suitability is applied when 35 percent or less of the area is devoted to parcels smaller than 5 acres. The lowest suitability is applied when more than 35 percent of the area is devoted to parcels smaller than 5 acres.

2. Surrounding Land Uses:

The site is abutted on one side with nonagricultural uses and within one-quarter mile (1,320 feet) of the perimeter of the site, less than 25 percent of the area is devoted to nonagricultural use. **Three (3) points are allocated.**

3. Proximity to Inharmonious Uses (dairies, feed lots, concentrated animal raising operations, sand and gravel operations, waste disposal sites, airports and/or agricultural chemical research stations, etc.):

There are not inharmonious uses within 1/2 mile (2,640 feet) of the site. **Zero (0) points are allocated.**

4. Proximity to Lands within Agricultural Preserves:

The site is abutted on two (2) sides by properties within agricultural preserve. At least 35% of lands within ¼ mile are agricultural preserves. **Three (3) points are allocated.**

E. TWO POINT VALUE CATEGORY:

1. Level of Groundwater and Soil Permeability:

The Soil Conservation Service has rated the agricultural capability of the soil type Crosscreek-Kai Association as Non-Prime Class (Class Wet IIs-6 Class Dry VIs), which has

a moderate permeability rating. The groundwater level is estimated to be at 130 feet per a California Department of Water Resources website for SGMA Data Viewer Groundwater Information Center Spring 2023 map, deeper than the 20 feet desirable for agriculture. Such lands are more suitable for installation of domestic, commercial and industrial waste disposal systems. **Zero (0) points are allocated.**

F. ONE POINT VALUE CATEGORY:

1. Proximity to Fire Protection Facilities:  
The subject site is within the 5 mile response distance area of the County Fire Station No. 8 located in Ivanhoe, which makes it more suitable for nonagricultural uses. **Zero (0) points are allocated.**
2. Access to Paved Roads:  
The site has direct access to a paved public road and is better suited for non-agricultural uses than areas without such access; therefore, **Zero (0) points are allocated.**
3. Historical, Archaeological, Wildlife Habitat, and Unique Natural Features:  
The subject site contains an equipment/storage yard with a number of existing buildings including an office, two single-family residences, storage buildings, and two large covered canopies which are remnants of the former cotton gin. The site has a private water well and septic system which will be tested and reviewed to ensure adequacy for the proposed use. So, the property is less likely to contain features that may be destroyed by commercial activity. Therefore, **Zero (0) points are allocated.**
4. Flood Prone Areas:  
The entire site is in FEMA Flood Zone X, where flooding is not a problem and non-agricultural uses would not experience flood hazards; therefore, **Zero (0) points are allocated.**
5. Availability of Community Domestic Water:  
The subject site does not currently have access to a community domestic water system and is not expected to have access in the near future. The requirements of the Tulare County Fire Flow Ordinance for commercial zone changes cannot be met. Therefore, **One (1) point is allocated.**
6. Surface Irrigation Water:  
Surface irrigation water is available to neighboring parcels and the site's landowner could apply for water rights for irrigation; therefore, **One (1) point is allocated.**
7. Groundwater Recharge Potential:  
The site is not irrigated by surface water sources. The Soil Conservation Service has rated the agricultural capability of the soil type Crosscreek-Kai Association as Non-Prime Class (Class Wet IIs-6 Class Dry VIs), which has a moderate permeability rating. **One (1) point is allocated.**

**Total Points = 13**

If the number of points accumulated is seventeen (17) or more, then the parcel shall remain agriculturally zoned. If the number of points accumulated is eleven (11) or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12, 13, 14, 15, or 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system.

## Attachment No. 8

### NOTICE OF PUBLIC HEARING AND AVAILABILITY OF ENVIRONMENTAL DOCUMENT

A **Categorical Exemption** for **Zone Change No. PZC 24-009 & Special Use Permit No. PSP 24-074** has been approved for public review by the Tulare County Environmental Assessment Officer. Copies are available for review and comment at the Resource Management Agency, Permit Center, 5961 South Mooney Blvd., Visalia, California 93277-9394 (559) 624-7000, (Monday – Thursday: 9:00 am to 4:30 pm and Friday: 9:00 am to 11:00 am). For further information regarding this project, please call **Sandy Roper** at (559) 624-7101 or email him at [SRoper@tularecounty.ca.gov](mailto:SRoper@tularecounty.ca.gov). Comments and recommendations on the adequacy of the environmental document may be filed at the aforementioned address during the public review period established for the project.

**PROJECT:** PZC 24-009 and PPM 24-074

**APPLICANT/AGENT:** Galloway/Eric Tange, 575 E. Locust, Suite 103, Fresno, CA 93720

**LOCATION:** Located in the unincorporated area of Tulare County on the south side of Avenue 328 approximately ¼ west of State Route 63, 0.87 miles northeast of the City of Visalia (APN: 078-050-030).

**PROJECT DESCRIPTION:** Zone Change No. PZC 24-009 requests to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. Special Use Permit No. PSP 24-074 requests to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard.

**ENVIRONMENTAL DOCUMENT:** Categorical Exemption consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines pursuant to Title 14, Cal. Code of Regulations Section 15303, Class 3, of the Guidelines for Environmental Quality Act (CEQA Guidelines) pertaining to New Construction or Conversion of Existing Structures.

**REVIEW PERIOD:** 10 days until Monday, April 21, 2025, at 5:00 p.m.

**PUBLIC HEARING:** Planning Commission on Wednesday, April 23, 2025, at 9:00 a.m.

All meetings are held at the Board of Supervisors Chambers, 2800 West Burrel Avenue, Visalia, California 93291. PLANNING COMMISSION meetings start at 9:00 a.m. All interested parties are invited to attend and be heard. Meeting Agendas, Documents, Live Broadcasts and Archived Recordings are available at the following link:

<https://tularecounty.ca.gov/rma/planning-building/planning-commission/>

For environmental questions, please call Gary Mills, Chief Environmental Planner at 624-7000. If you challenge the decision on any of the foregoing matters in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Tulare County Resource Management Agency, Economic Development and Planning Branch, within the review period described herein. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in meetings call (559) 624-7000 48-hours in advance of the meeting.

GARY MILLS, CHIEF ENVIRONMENTAL PLANNER  
REED SCHENKE, ENVIRONMENTAL ASSESSMENT OFFICER

=====

TO BE PUBLISHED ONCE ONLY ON: April 9, 2025

SEND BILL AND TEAR SHEET TO:

TUL. CO. RESOURCE MGMT., 5961 SOUTH MOONEY BLVD., VISALIA, CA 93277-9394

SEND TO: Sun Gazette on April 3, 2025



# Attachment No. 9

## NOTICE OF EXEMPTION

To: ☒ Office of Land Use and Climate Innovation  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

☒ Tulare County Clerk  
Room 105, Courthouse  
221 South Mooney Blvd.  
Visalia, CA 93291

**Lead Agency:** County of Tulare c/o Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277 (559) 624-7000  
Attn: [gmills@tularecounty.ca.gov](mailto:gmills@tularecounty.ca.gov) and [jwillis@tularecounty.ca.gov](mailto:jwillis@tularecounty.ca.gov)

DATE RECEIVED FOR FILING AT TULARE COUNTY CLERK'S OFFICE

**Applicant(s):** Eric Tange/Galloway  
575 E. Locust, Suite 103  
Fresno, CA 93720 (559) 712-0530

**Project Title:** Zone Change No. PZC 24-009 and Special Use Permit No. PSP 24-074

**Project Location - Specific:** Located in the unincorporated area of Tulare County at 12021 Avenue 328, approximately 0.87 miles northeast of the City of Visalia (APN: 078-050-030).

**Project Location- Section, Township, Range:** Section 7, Township 18S, Range 22E

**Project Location - City:** N/A

**Project Location - County:** Tulare

**Description of Nature, Purpose, and Beneficiaries of Project:** Zone Change No. PZC 24-009 requests to change the zone from the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone to the C-2-MU (General Commercial with a Mixed Use Overlay) Zone. Special Use Permit No. PSP 24-074 requests to establish a swap meet with parking, food trucks, & a beer garden as an adaptive reuse of an equipment/storage yard.

**Exempt Status:** (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Common Sense Exemption: CEQA Guidelines 15061(b)(3)
- ☒ Categorical Exemption: CEQA Guidelines Class 3 Section 15303 New Construction or Conversion of Small Structures.
- ☐ Statutory Exemptions:

**Reasons why project is exempt:** Section 15303, Class 3 is applicable and appropriate for PZC 24-009 & PSP 24-074 because the Project proposes an adaptive reuse to utilize the following existing structures for a swap meet with parking, food trucks, & a beer garden: 2,420 square foot office, 4,950 square foot storage building, 5,101 square foot storage building, 28,432 square foot canopy, 53,323 square foot canopy, 1,328 square foot restroom, 2,500 square foot house, 3,121 square foot house, 3801 square foot structure, and two onsite retention ponds.

**Environmental Assessment Officer:** Reed Schenke, P.E., RMA Director/ EAO

**Name of Public Agency Approving Project:** County of Tulare

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☒ Signed by Lead Agency

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To: Aaron Bock, Planning Director  
Tulare County

From: Brian Horan, PE, PTOE  
Galloway

Date: March 19, 2025

Re: **Elbow Cotton Gin Swap Meet – Visalia, CA  
Traffic Memorandum**

## INTRODUCTION

This memorandum provides the results of a traffic impact assessment performed in support of a proposed swap meet use (Elbow Cotton Gin Swap Meet) in the City of Visalia, CA. Per conversations with the County and requests for additional information from referral agencies, an assessment of existing conditions, proposed traffic impact, onsite circulation, and recommended improvements is provided herein.

## BACKGROUND

The proposed site to be developed is located on the southern side of Avenue 328 and is approximately a quarter mile west of Road 124 addressed as 12021 Avenue 328, Visalia, CA. The site location is shown in Figure 1. The existing site is currently used as an equipment and storage yard with a number of buildings including an office, two single family residences, storage buildings, and two large covered canopies which are remnants of the former cotton gin.



Figure 1 Site Location

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The Applicant is proposing to redevelop the site to be used as a swap meet with 785 vendor spaces, space for 11-17 food trucks, and ample parking with 1,467 spaces including the required ADA spaces. The site will utilize the existing structures for covered vendor spaces, storage, restrooms, office, and gathering space for mobile food vendors. Single family residences may remain to be converted for use as conditioned space for a food or beer garden with additional restrooms or could be demolished for additional mobile food vendors or small stage for family entertainment. Flexibility and adaptable uses are preferred to allow for future modifications to the site.

The development proposes adding an access drive down the middle of the parcel. Attendees will be diverted away from the central drive aisle which will be reserved for pedestrian traffic during the swap meet hours and kept free and clear of physical obstructions for use as fire and emergency vehicle access. A conceptual site plan is provided as Attachment A.

## EXISTING CONDITIONS

The site would be accessed from Avenue 328, which is an east-west two-lane facility and classified as a major arterial. It provides both local and regional access to the site. Regional access to the site is also provided via the north-south Rd 124 which is a two-lane facility and is classified as a principal arterial south of Avenue 328 and a minor arterial north of Avenue 328. The intersection operates under signalized control with dedicated left turn lanes for each approach.

## EXISTING TRAFFIC COUNTS

The County was able to provide a data collection for Avenue 328 east of R80. The collection location is approximately 5 miles from the site but due to the undeveloped nature of the corridor the data collection would give a decent approximation of the prevailing traffic conditions along Avenue 328.

The data collection shows that's the roadway carries a peak directional fluctuation throughout the day. A morning peak hour occurs at approximately 7:00 AM and heading westbound with approximately 200 vehicles per hour (VPH) in the peak hour in the peak direction with 120 VPH heading eastbound. The peak demand in the PM shifts direction to eastbound and occurs around the 3:00 PM hour and carries approximately 200 VPH in the peak hour in the peak direction with approximately 160 VPH westbound. The data suggests the roadway carries approximately 4,100 average daily traffic (ADT).

## TRIP GENERATION

In order to provide some level of assessment of potential impacts a trip generation estimate was contemplated. The Applicant is proposing to develop the 37.9-acre site fully which would accommodate space for 785 booths, 11-17 food truck areas, and 1,467 parking spaces. The use would operate Wednesday and Saturday from 6:30 AM – 5:00 PM but the timing is subject to change as the use is fully realized. The Institute of Transportation Engineer's ("ITE") Trip Generation Handbook 11th Edition, which is the typical resource used for trip generation, does not provide trip generation rates for a swap meet use. In order to develop some trip generation information, the following assumptions were made:

- The peak hour of arrival would occur before the peak hour of the network, before 6:30 AM, when vendors arrive to set up. At full occupancy that would represent half the trips to the site. It is also assumed that the parking supply is "full" at 85% demand or approximately 1250 spaces.
- Similarly, the peak hour of departure would happen after the peak hour of network, after 5:00 PM when the swap meet is closed, and vendors are packing up to leave.
- Arrivals and departure occur spread throughout the day with a concentration of arrivals occurring immediately upon open. It is assumed that 50% of the arrivals happen during the arrival peak hour. This would equate to approximately 300 inbound trips during the peak hour.

The assumptions and calculations provided above are likely a conservative estimate of trips. The use is highly dependent on prevailing population centers and density of similar uses.

### TRIP DISTRIBUTION

It is expected that the majority of trips to the site would be oriented towards Visalia. Trips oriented to the north, east, or south of the site will likely pass through the signalized intersection at Avenue 328/Rd 124. Turning movements at the site entrances would be split between the easternmost and westernmost access points in accordance with any site circulation plan put in place by the operator.

### NETWORK IMPACTS

Impacts to Avenue 328 would largely be dependent on the onsite circulation and parking management operations that go into effect. Possible considerations for parking management and circulation are provided in the following sections. This plan should be flexible and iterative to adapt to actual demand and use after the site becomes operational.

### PARKING AND CIRCULATION

In order to mitigate any potential impacts on Avenue 328, a parking management plan should be implemented. Parking has been oriented to the south of the site which will allow for the parking spots furthest from Avenue 328 to be parked first. Customers should be directed by parking personnel to those empty spots furthest from the roadway to facilitate the avoidance of queues backing into the public ROW. to the north. Over 1000 feet of drive aisle exists on both accesses from Avenue 328 to the rear of the site which provides significant space to allow for parking and circulation. Additionally, attendants should be provided at the access locations to efficiently guide customers on to the site and directed towards the parking attendants. This will ensure getting people from the public ROW on to the site. Since Avenue 328 is a two-lane section and the prevailing traffic counts are relatively low, access and parking personnel should be able to sufficiently manage the operations of the site.

### SIGHT DISTANCE

The existing sight distance was determined to be sufficient as the roadway is constructed with a shoulder and no vertical or horizontal curve issues were identified. It is recommended that the site plan allows for adequate sight distance for all accesses to ensure safe ingress and egress.

### CONCLUSIONS

The conclusions of this comparative analysis are as follows:

- The site would access off of Avenue 328 which carries peak hour volumes of approximately 200 VPH in the peak hour in the peak direction. It also carries an ADT of 4,100.
- The proposed development would see a site peak hour before 6:30 AM and after 5:00 PM. The peak hour of the network would fall outside of the peak hour of the use which will help to minimize impact.
- The multiple access configuration and significant space for onsite queueing would facilitate safe circulation and ingress and egress to/from the site.
- A parking and circulation management plan should be instituted to ensure efficient use of the site design and facilitate customer entering and exiting the site with minimal impact to the surrounding network.

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- Final site design should ensure adequate sight distance at all access locations.

### CONCLUSION

The proposed swap meet use proposes multiple access locations and significant onsite opportunities for circulation. A parking and circulation plan that can be iterated on will ensure that the site functions with minimal impact to the surrounding network.

If you have any questions or require more information, please do not hesitate to contact me at [BrianHoran@GallowayUS.com](mailto:BrianHoran@GallowayUS.com) or 303-770-8884.

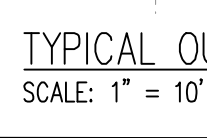
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# **Attachment A**

## **Site Plan**





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