

# Attachment A

## Notice of Preparation

# COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY



5961 South Mooney Boulevard  
Visalia, CA 93277

## Initial Study for Draft Environmental Impact Report

Hampton Inn  
(CEQ 20-004)

October 2020

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

## INITIAL STUDY CHECKLIST

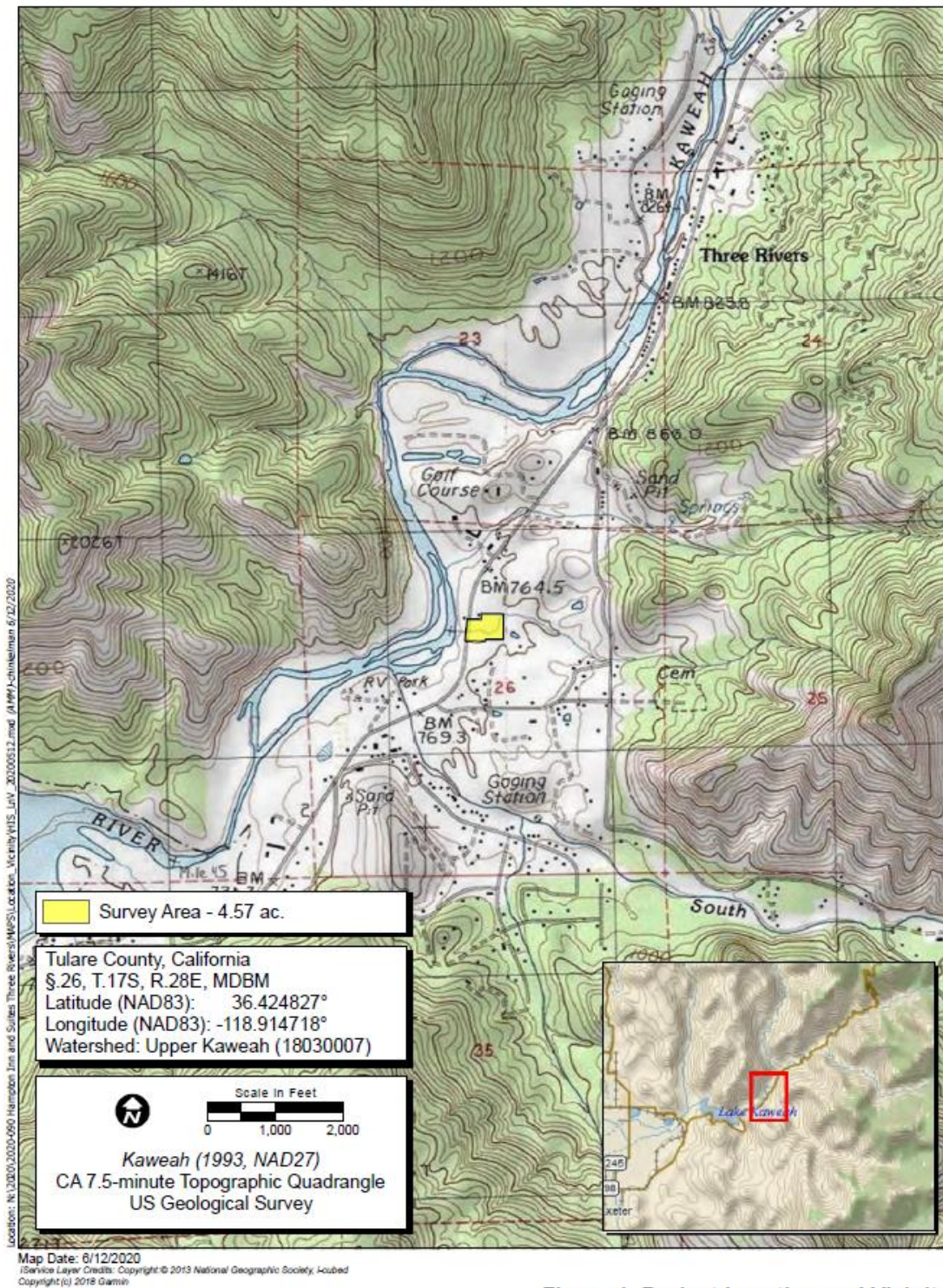
1. **Project Title:** Hampton Inn and Suites Three Rivers Project (CEQ 20-004)
2. **Lead Agency:** County of Tulare  
Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277
3. **Contact Persons:** Aaron Bock, Assistant Director - Economic Development and Planning Branch  
– 559-624-7000  
Hector Guerra, Chief, Environmental Planning Division – 559-624-7121
4. **Project Location:** The Project site is located in the USGS 7.5 Minute Kaweah Quadrangle within the community of Three Rivers, California, east of State Route (SR) 198/Sierra Drive, approximately 1,300' north of the Old Three Rivers Road/SR 198 intersection and south of the Comfort Inn and Suites. The site lies within Section 26, Township 17 South, Range 28 East, MDB&M entirely within APN 068-080-010.
5. **Applicant:** Ineffable Hospitality, Inc.  
6473 E. Hatch Road  
Hughson, CA 95326
6. **Owner(s)** Sukhjinder and Kulvinder Sanghera  
6743 E. Hatch Road  
Hughson, Ca 95326
7. **General Plan Designation:** Community Commercial
8. **Zoning:** C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone)
9. **Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)** The proposed Project is consistent with the Tulare County General Plan, the Three Rivers Community Plan, and with the current Zoning classification. A 3-story hotel and associated site improvements are being proposed on the existing parcel with access from SR 198. A driveway road is proposed from State Route (SR) 198/Sierra Drive through the vacant lot to the west and to the subject property. This driveway will be situated within an existing 30-foot wide access easement. The hotel will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and outdoor swimming pool/cabana building. Consistent with Tulare County parking requirements, the proposed Project includes 108 standard parking stalls (6 of which will be handicap accessible stalls). Utilities include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration). The proposed Project is anticipated to have 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for an average total of 825 daily vehicle trips. Figures 4 and 5 show the Project Layout Overview and Site Plan, respectively.
10. **Surrounding land uses and setting (Brief description):**

North: commercial (Comfort Inn & Suites Hotel);  
South: scattered residential and above ground propane storage tanks;  
East: undeveloped/vacant land; and  
West: undeveloped/vacant land.

11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** Regional Water Quality Control Board, San Joaquin Valley Unified Air Pollution Control District, Tulare County Fire Department, Tulare County Environmental Health, Caltrans, other TBD.
12. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that include, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Pursuant to AB 52, a Sacred Land File search reply was received from the Native American Heritage Commission on May 13, 2020, indicating the search results were negative. On October 1, 2020, tribal consultation notices were sent to 13 tribal contacts representing five (5) Native American tribes. As of the date of release of this environmental document, the County has not received any responses from the tribes within the 30-day response time. Mitigation measures have been included in the project to reduce potential impacts on tribal cultural resources in the event that any are unearthed during construction-related activities.

It is noted that the following analyses/determinations are preliminary and subject to revision during and through the environmental review process. Additional and/or clarifying information may be provided to the lead agency by responsible and trustee agencies, and other interested parties (e.g., Southern California Edison, Native American Tribes, the general public, etc.) which may be incorporated into the Draft Environmental Impact Report prior to its release and initiation of the review period. An environmental impact report also contains additional topic chapters/sections not included in the Initial Study such as Alternatives, Mandatory Findings (a preliminary mandatory finding is summarized is included based upon the information currently available as is subject to revision), Cumulative Impacts (preliminary cumulative impacts finding are summarized for each resource is included based upon the information currently available as is subject to revision), Economic & Social Effects & Growth Inducing, Immitigable Impacts, and a Mitigation Monitoring and Reporting Program (however; preliminary mitigation measures are included in this Initial Study).

**Figure 1 - Vicinity Map**



**Figure 1. Project Location and Vicinity**

2020-090 Hampton Inn and Suites in Three Rivers

**Figure 2 - Aerial View of Site**



Figure 3 - Zoning

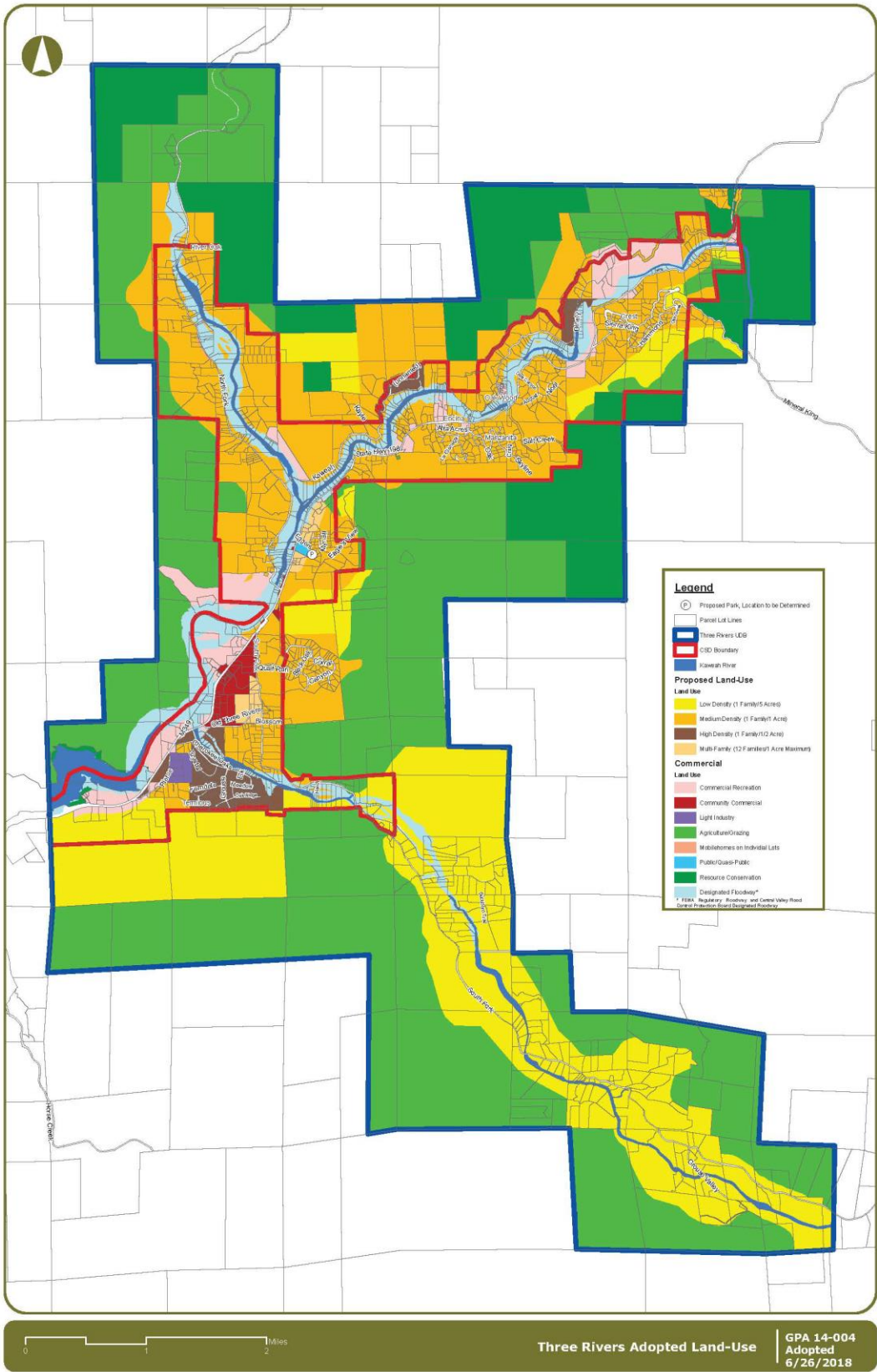
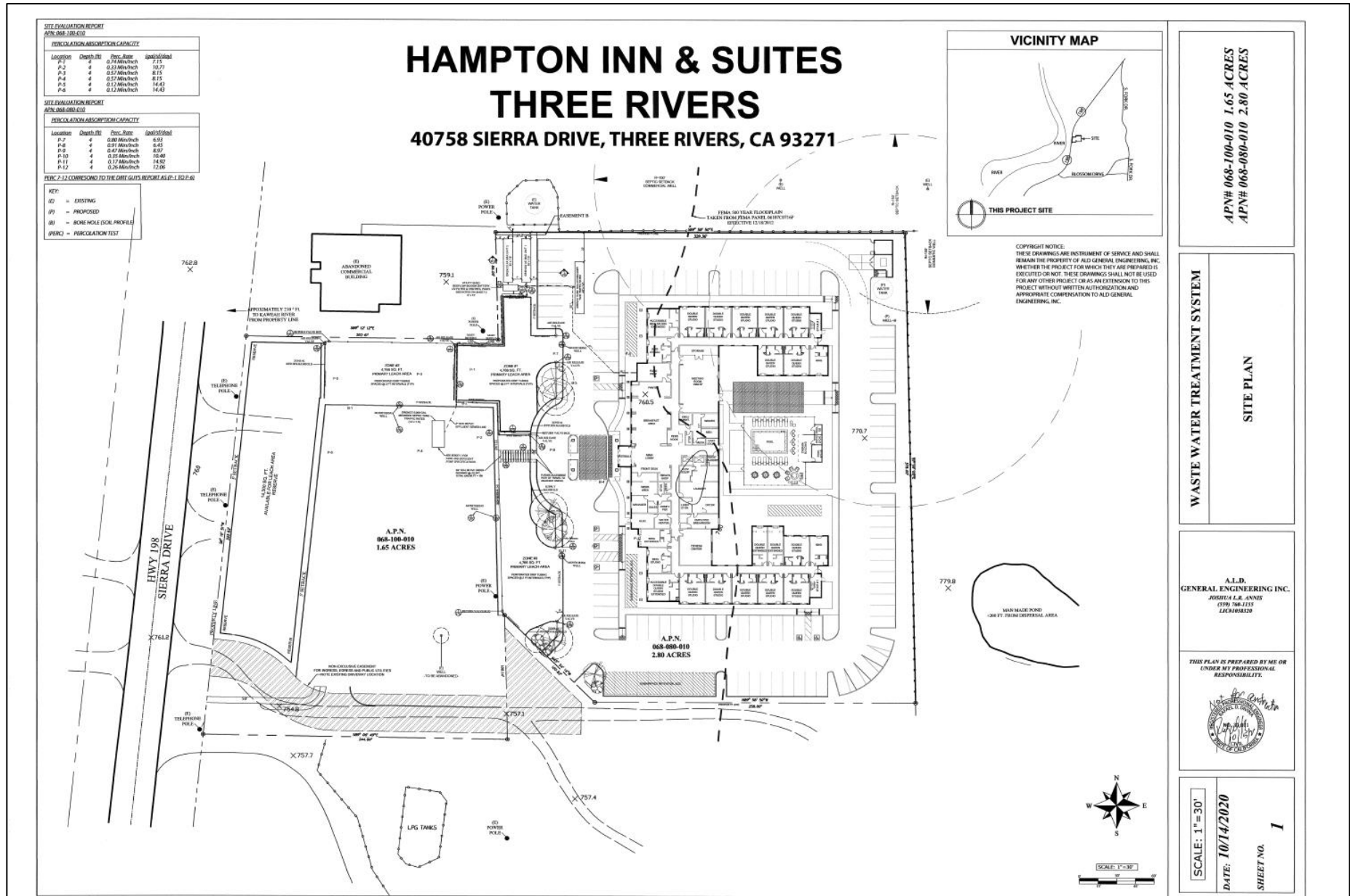
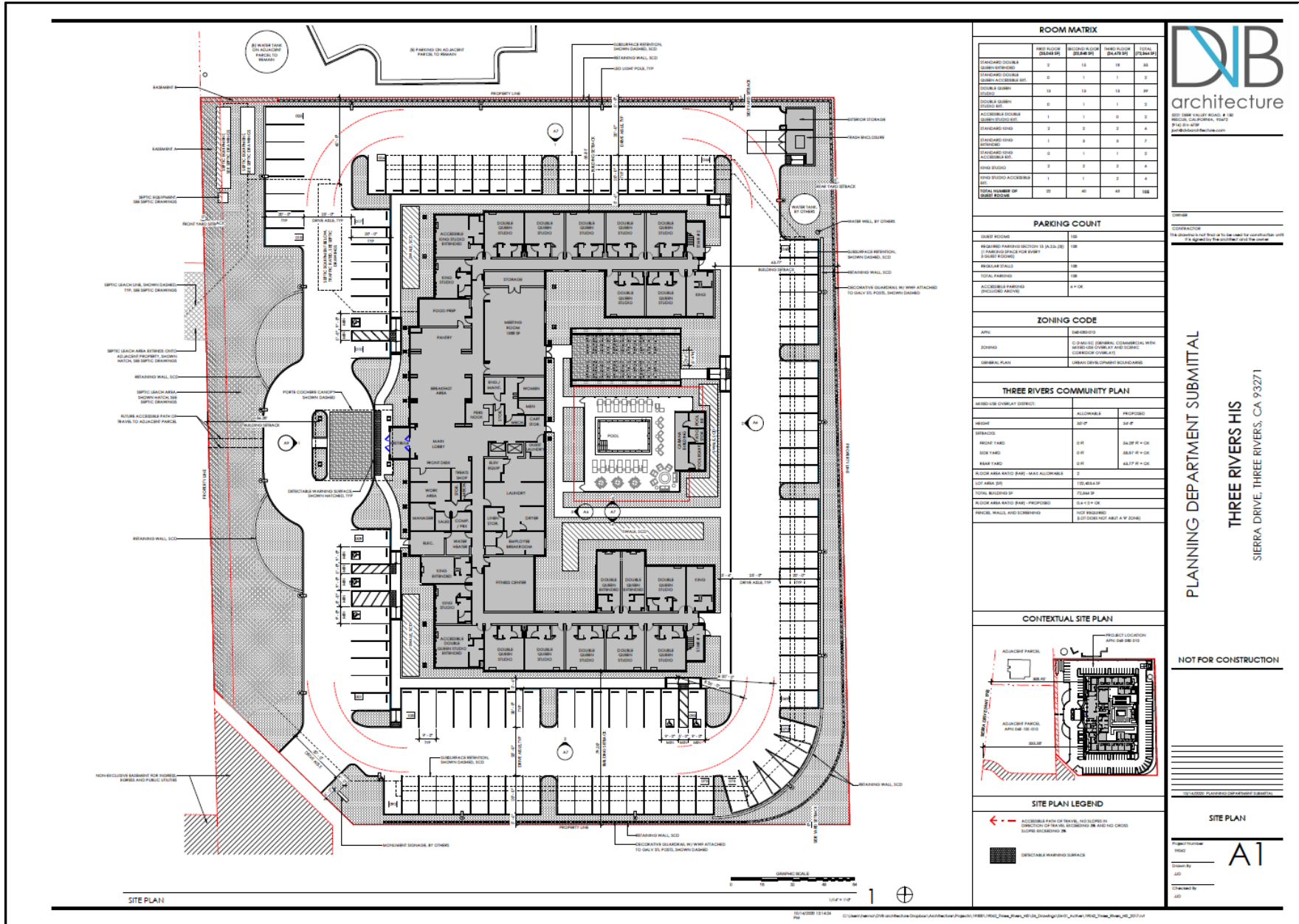


Figure 4 - Overall Site Plan



### Figure 5 - Floor Plan (1 of 3)



**Figure 5 - Floor Plan (2 of 3)**

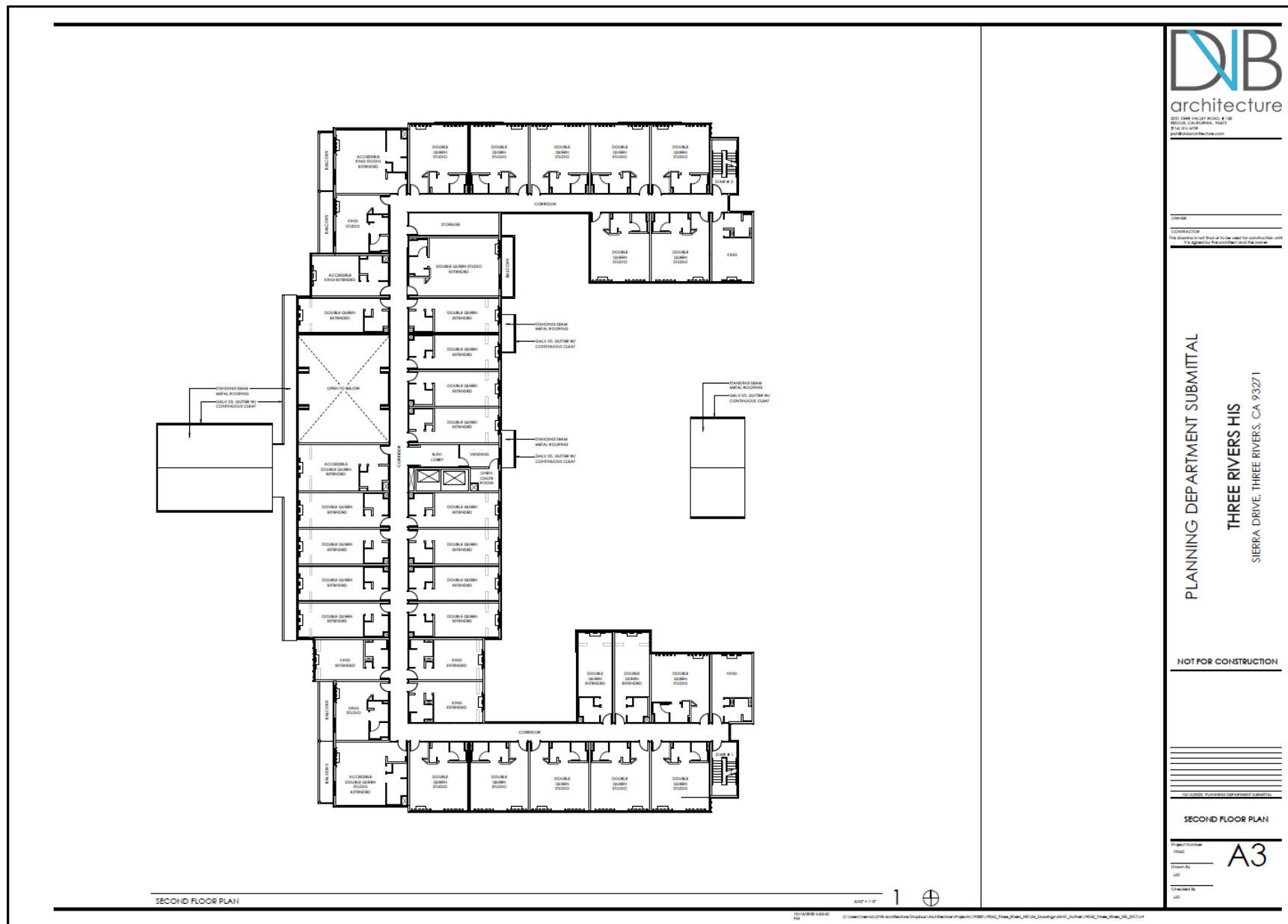
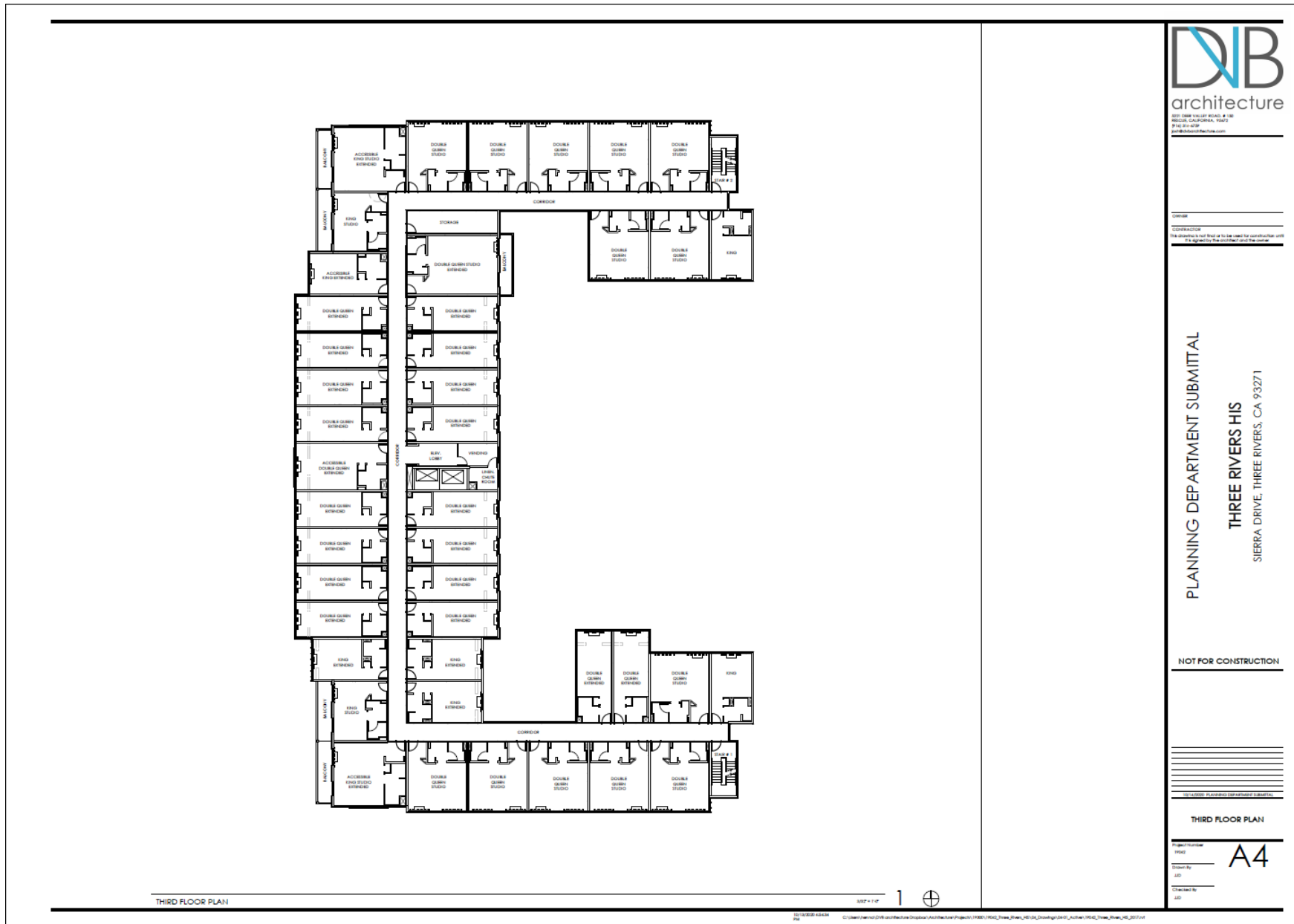


Figure 5 - Floor Plan (3 of 3)



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture Resources         | <input checked="" type="checkbox"/> Air Quality               |
| <input checked="" type="checkbox"/> Biological Resources    | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy                               |
| <input type="checkbox"/> Geology/Soils                      | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Hazards/Hazardous Materials          |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Mineral Resources                    |
| <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing            | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                           |
| <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation                | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems          | <input type="checkbox"/> Wildfire                      | <input type="checkbox"/> Mandatory Findings of Significance   |

## B. DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: \_\_\_\_\_

Hector Guerra  
Printed Name

Date: 10/2/20

Chief Environmental Planner  
Title

Signature: \_\_\_\_\_

Reed Schenke, P.E.  
Printed Name

Date: 11/2/2020

Environmental Assessment Officer  
Title

## C. EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify: the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance.

<https://www.fresno.gov/darm/wp-content/uploads/sites/10/2020/03/Initial-Study.pdf> (Parc West Development Project)

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

**Analysis:**

**Environmental Setting**

The proposed Project area is located in the Sierran foothills on the western slope of the Sierra Nevada range at elevations between 700 and 3,000 feet. Geophysical factors including elevation, slope, hydrogeology and climate allow the area a high degree of biodiversity that supports a wealth of flora and fauna. This area is typified by undulating terrain that varies from relatively flat riparian valleys immediately adjacent to the Kaweah River to very rugged, mountainous terrain particularly at the southern end of South Fork Drive. The North Fork area elevations range from approximately 980 to over 2,400 feet in the vicinity of Comb Rocks. Elevations along the State Highway 198 corridor range from approximately 772 feet at Lake Kaweah to a high elevation of 2,400 feet east of the entrance to the Sequoia National Park.

The proposed Project site is located in a rural residential and commercial center in the unincorporated community of Three Rivers along SR 198/Sierra Drive. This area is in the foothills of the Sierra Nevada at the edge of the San Joaquin Valley. Three Rivers geographically located in the Kaweah River canyon, the gateway to the entrance to Sequoia and Kings Canyon National Parks. The Project Area is along the southern bank of the Kaweah River, which is 200 feet west, and is approximately five miles northeast of Kaweah Lake. SR 198 separates the Project Area land from the Kaweah River. Elevations range from 755 to 765 feet above mean sea level.

**Regulatory Setting**

***Federal***

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

***State***

Nighttime Sky – Title 24 Outdoor Lighting Standards

Title 24 Outdoor Lighting Standards were adopted by the State of California Energy Commission (CEC) (Title 24, Parts 1 and 6, Building Energy Efficiency Standards) on November 5, 2003, approved by the California Building Standards Commission (BSC) on July 21, 2004 and went into effect on October 1, 2005.<sup>1</sup> Recent updates to Title 24 requirements became effective on January 1, 2017.<sup>2</sup> The updates include definitions for outdoor lighting, which vary according to which “Lighting Zone” the equipment is in. The CEC defines rural areas in accordance with guidelines established by the United States Census Bureau. Rural areas are categorized as CEC Lighting Zone 2 (LZ2) and described as areas being exposed to “moderate” levels of ambient illumination.<sup>3</sup>

### California Scenic Highway Program

The Scenic Highway Program allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program which was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 284<sup>4</sup>. Two Eligible State Scenic Highways occur in Tulare County, SRs 198 and 190; however, they are not Designated State Scenic Highways.<sup>5</sup>

### **Local**

### Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update: Chapter 7 – Scenic Landscapes, contains the following goals and policies that relate to aesthetics, preservation of scenic vistas and daytime lighting/nighttime glare and which have potential relevance to the Project’s CEQA review: *LU-7.14 Contextual and Compatible Design* wherein the County shall ensure that new development respects Tulare County’s heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures; *LU-7.19 Minimize Lighting Impacts* wherein the County shall ensure that lighting in residential areas and along County roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural or open space areas unless required for public safety; *SL-1.1 Natural Landscapes* which requires new development to not significantly impact or block views of Tulare County’s natural landscapes; *SL-1.2 Working Landscapes* which requires that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape; and *SL-2.1 Designated Scenic Routes and Highways* which is intended to protect views of natural and working landscapes along the County’s highways and roads by maintaining a designated system of County scenic routes and State scenic highways.

Tulare County’s General Plan 2030 Update discusses State and County-designated and eligible scenic highways and encourages citizen and private sector initiatives to promote and protect such areas.<sup>6</sup> State Route 198 from Visalia to Three Rivers has been designated as an eligible State Scenic Highway by the State of California.<sup>7</sup> State Route 198 parallels Lake Kaweah and the Kaweah River. This highway travels through the agricultural areas of the valley floor to the foothills and the Sierra Nevada range. Figure 7-1 of the General Plan 2030 Update identifies State-designated scenic highways as well as County-designated scenic roads within Tulare County.<sup>8</sup>

### Three Rivers Community Plan

Following is a summary list of some additional goals/objective/policies that may apply to the proposed Project contained in the Three Rivers Community Plan<sup>9</sup>, including, but are limited to: *Goal 1: Compatible Development* to maintain the Rural Gateway

<sup>1</sup> California Energy Commission, 2017. Past Building Energy Efficiency Standards. [http://www.energy.ca.gov/title24/standards\\_archive/](http://www.energy.ca.gov/title24/standards_archive/).

<sup>2</sup> California Energy Commission, 2017. Building Energy Efficiency Program. <http://www.energy.ca.gov/title24/>.

<sup>3</sup> California Energy Commission, 2016, page 41. <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>

<sup>4</sup> California Legislative Information., 2017. Article 2.5. State Scenic Highways [260 – 284]. [https://leginfo.ca.gov/faces/codes\\_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5](https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5).

<sup>5</sup> CADOT, 2017. Tulare County. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm).

<sup>6</sup> Ibid. Page 7-4, 7.2 Scenic Corridors and Places.

<sup>7</sup> CADOT, 2017. Tulare County. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm).

<sup>8</sup> Tulare County, 2012. Tulare County General Plan 2030 Update. Goals and Policies Report. Figure 7-1 Designated Candidate Scenic State Highways and County Scenic Routes. Page 7-5. Accessed at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf>.

<sup>9</sup> Tulare County. Three Rivers Community Plan 2018 Update. Pages 235-242.

Character of Three Rivers through land uses and new development that are compatible and consistent with the existing development in Three Rivers, preserve the unique visual and community character and natural environment and create a distinct sense of place.

*Objective 1.1 Development Compatibility* Ensure compliance with the Community Plan to ensure compatibility between and within new and existing development. *Policies: 1.1.2 Mixed Uses* to ensure that development to accommodate growth includes a balanced mix of residential, commercial and public uses that enhance the community's economic vitality while maintaining its rural character and quality of life; *1.1.3 Commercial Uses- Limiting Negative Impacts* to limit commercial or recreational uses that generate negative impacts, such as noise, lighting, traffic, odors and emissions in residential and rural residential neighborhoods which includes subset (a) The height, size, mass, scale, and design of new development shall be consistent in size, and compatible with the character of the surrounding natural or built environment. Structures shall be designed to follow natural contours of the landscape and clustered in the most accessible, least visually prominent and most geologically stable portion or portions of a site. Structures will be sited so as not to obstruct significant views and subset (b) Implement a development height standard, based on the existing building code, with maximum building height not to exceed 35' (as identified in the FGMP page 41). The following general provisions are recommended: (a) Distance: to be determined based on the following factors: (b) Stabilization of edge condition, (c). Types of operation, (d) Types of land uses (i.e. schools, etc.), (e). Building orientation, (f) Planting of trees for screening, (g) Location of existing and future rights-of-way, (h) Types of uses allowed inside the project area, (i). Unique site conditions, (j) Responsibility for maintenance, and (k). Scale of development; *1.1.4 Compatible Commercial Establishments* Encourage compatible commercial establishments necessary to serve residents and tourists that are commensurate with the scale and intensity of the community, preserve the environment, and which do not have to the extent feasible, significant traffic, light, noise or visual impacts to the community; *1.1.5 Cluster Commercial Uses* Cluster commercial uses in compact areas and development patterns to discourage strip development and encourage the development of a Town Center or Centers; *1.1.6 Land Use Protections* Protect land uses adjacent to SR 198 from noise impacts by requiring adequate landscape screening and buffering; *1.1.10 LU-3.8 Rural Residential Interface* wherein the County shall minimize potential land use conflicts at the interface between commercial, industrial, or medium to high density residential development and existing developed rural-residential areas; *1.1.12 LU-4.5 Commercial Building Design* wherein the County shall encourage that new commercial development is consistent with the existing design of the surrounding community or neighborhood by encouraging similar façades, proportionate scale, parking, landscaping, and lighting that provides for night sky conservation and protection; *1.1.15 LU-7.14 Contextual and Compatible Design* wherein the County shall ensure that new development respects Three Rivers' long heritage by requiring that development respond to its context, be compatible with the traditions and character of the community, and develop in an orderly fashion which is compatible with the scale of surrounding structures; *Objective 1.2 Rural Gateway Character* to maintain and balance the existing natural environment with the rural gateway character of Three Rivers. *Policies: 1.2.1 New Development Compatibility* to ensure that the size, type, and scale of new development in Three Rivers is compatible with the rural character of the community; *1.2.6 LU-7.9 Visual Access* wherein the County shall require new development to maintain visual access to views of hillsides, creeks, and other distinctive natural areas by regulating building orientation, height, and bulk; *1.2.7 LU-7.6 Screening* wherein the County shall require landscaping to adequately screen new industrial uses to minimize visual impacts; *1.2.13 SL-3.3 Highway Commercial* wherein the County shall require highway commercial uses to be located and designed to reduce their visual impact on the travel experience along State scenic highways and County scenic routes by: *a.* Encouraging commercial development to locate in existing communities and hamlets, *b.* Designing highway commercial areas as an extension of community street patterns and vernacular design traditions, allowing the individual personalities of each community to extend to the highway edge, and *c.* Discouraging development of frontage roads consistent with commercial strips except when consistent with regional growth corridor and community plans; *1.2.19 FGMP-6.4 Development Within Scenic Corridors* wherein the County shall require that projects located within a scenic corridor be designed in a manner, which does not detract from the visual amenities of that thoroughfare. The County shall support through the use of its authority and police powers, the design of infrastructure that minimizes visual impacts to surrounding areas by locating roadways in areas that minimize the visual impact on rural and natural places whenever feasible; *1.3.4 Setbacks* that require adequate setbacks for residential, commercial and industrial uses, including, side and rear yards, landscaping and screening, as determined by the County Project Review Committee; *1.3.5 Signage Standards* that require standards for signage in Three Rivers, including regulations for: size, height, scale, color, lighting, and material. Incorporate Caltrans signage standards with community standards, as they apply to SR 198; *1.3.6 Lighting Standards* to establish lighting standards and guidelines as feasible and appropriate to minimize light pollution, glare, and light trespass and to protect the dark skies in Three Rivers; *1.3.7 Vegetation Standards* to establish vegetation standards for residential and commercial development, and encourage the use of native vegetation in landscaping, when visible to common roadways.

- a) Less Than Significant Impact:** For the purposes of this proposed Project, a scenic vista is defined as an area that is designated, signed, and accessible to the public for the purpose of viewing and sightseeing. The proposed Project site is located in the unincorporated community of Three Rivers and is adjacent to an existing hotel along and east of SR 198/Sierra Drive. The County requires development within existing eligible State Scenic Highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program. The immediate area surrounding the Project site is generally level; there are two nearby hills northeast and east of the site and numerous hills west of the site (west of the Kaweah River).

The Comfort Inn and Suites is located to the north, the Kaweah River is west of site (west of SR 198) with scattered development (i.e., two rural residences), undeveloped land to the east and, a rural residence and two large compressed natural gas tanks to the southwest. The proposed Project would be three stories (approximately 30'-4" in height) and thus would not exceed the 75 feet maximum as specified in the Zoning Ordinance. No parts of the proposed Project would obstruct local scenic views. The primary structure (the hotel building) will be setback greater than 300 feet from the edge of SR 198/Sierra Drive thereby minimizing visual intrusion on scenic views as applicable to CEQA. To be clear, there are no *designated scenic vistas* (emphasis added) within or within visible distance of the proposed Project site (County of Tulare, 2010). Therefore, as the proposed Project would result in a less than substantial adverse affect on a scenic vista, the proposed Project would result in a less than significant impact to this resource.

- b) No Impact and Less Than Significant Impact:** There are no rock outcroppings, historic buildings<sup>10</sup>, or other designated scenic resources within or near the proposed Project site. The California Scenic Highway Program allows counties to nominate an eligible scenic highway to be approved by the California Department of Transportation and placed under the scenic corridor protection program. In Tulare County, there is currently one officially designated scenic highway, and two highways that are eligible for designation. Approximately two miles of the officially designated Scenic Highway (State Route) 180 passes through Tulare County, but this segment of SR 180 is greater approximately 20 miles north of the proposed Project site. In addition to SR 198 (a segment of it passes through Three Rivers), SR 190 (approximately 21 miles south), are Eligible State Scenic Highways. As such, the proposed Project is located within the viewshed of an eligible highway segment of SR 198 but, it is not located within the viewshed of any *designated scenic highway* (emphasis added).

As noted in the Three Rivers Community Plan (Community Plan), the Three Rivers community is located within a segment of SR 198 appropriately labeled as the "Three Rivers Community segment."<sup>11</sup> The Community Plan contains policies for visual resources such as design quality, minimize viewshed impacts, skyline preservation, etc., that will apply to the proposed Project. As noted earlier, the proposed Project is located in a relatively flat area and does not contain scenic resources such as significant trees, rock outcroppings, or historic buildings.

Therefore, there would be no impact to a designated state scenic highway and a less than significant impact to an eligible state scenic highway. There would be no impact and a less than significant impact to other scenic resources as a result of the proposed Project.

- c) No Impact:** The proposed Project site is located in a mixed sparse, low density, scattered, non-intensive developed area. The proposed Project will be located greater than 200 feet from SR 198 (with the main structure (the hotel) greater than 300 feet from SR 198), will be limited to three-stories (30'-4" in height), and will be designed to be minimally intrusive to surrounding uses. As such, even though the proposed Project location is in a generally urbanized area, it would not substantially degrade the existing visual character or quality of the site and its surroundings. As noted earlier, implementation of Tulare County General Plan and Three Rivers Community Plan policies and development standards would minimize or avoid substantial impacts to the visual character or quality of the site and its surroundings. Therefore, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality resulting in no impact to this resource.
- d) Less Than Significant Impact:** The proposed Project will likely include lighting at the entry/exit point, and include evening lighting in the parking areas, pedestrian walkways, and security lighting, it will be required to comply with Tulare County General Plan and Three Rivers Community Plan policies and development standards. The Community Plan contains specific standards for night sky conservation and protection at *Policy 1.1.12 LU-4.5 Commercial Building Design (237)*, *4.5.2. Proposals Subject to County Project Review Committee* and, A-1 - Policy Matrix (6) Establishing Lighting Standards for Night Sky Conservation and Protection.<sup>12</sup> As such, the proposed Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area resulting in a less than significant impact to this resource.

**Cumulative Impact:** As noted earlier, the proposed Project will be setback greater than 200 feet (with the main structure (the hotel), greater than 300 feet from SR 198), will be limited to three-stories (30'-4" in height), will be designed to minimize intrusion to surrounding uses, and as there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers that would impact aesthetics, the proposed Project will not significantly contribute to the overall aesthetics of the area.

<sup>10</sup> "Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers". Page 21. June 2020. Prepared by ECORP Consulting, Inc.

<sup>11</sup> Three Rivers Community Plan Update. Page 80. Accessed at: <https://tularecounty.ca.gov/rma/index.cfm/planning-building/community-plans/updated-community-plans/three-rivers-community-plan-adopted-pdf/>. Adopted by the Tulare County Board of Supervisors on June 26, 2018 via Resolution Nos. 2018-0481, 2018-0482, 2018-0483, and 2018-0484.

<sup>12</sup> Ibid. Pages 237, 264, and 351; respectively.

<b>2.</b>		<b>AGRICULTURAL AND FOREST RESOURCES</b>			
		In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Rural Valley Lands Plan point evaluation system prepared by the County of Tulare as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.			
		<b>SIGNIFICANT IMPACT</b>	<b>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</b>	<b>LESS THAN SIGNIFICANT</b>	<b>NO IMPACT</b>
Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agriculture use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Analysis:</b>  <b>Environmental Setting</b>  <p>Tulare County exhibits a diverse ecosystems landscape created through the extensive amount of topographic relief (elevations range from approximately 200 to 14,000 feet above sea level). The County is essentially divided into three eco-regions. The majority of the western portion of the County comprises the Great Valley Section, the majority of the eastern portion of the County is in the Sierra Nevada Section, and a small section between these two sections comprises the Sierra Nevada Foothill Area.”<sup>13</sup></p> <p>Three Rivers lies in this foothill area generally at elevations between 700 and 3,000 feet. Geophysical factors including elevation, slope, hydrogeology, and climate allow the area a high degree of biodiversity that supports a wealth of flora and fauna. The area is typified by undulating terrain that varies from relatively flat riparian valleys immediately adjacent to the North, South, and Middle forks of the</p>					

<sup>13</sup> Tulare County, 2010. General Plan 2030 Update RDEIR, page 3.11-5. Accessed at: <http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf>

Kaweah River to very rugged, mountainous terrain.

According to the General Soils Map of Tulare County, Three Rivers contains three soil classes: Class VI, Class VII and Class VIII. These soils are not suitable for cultivation however they lend themselves to pasture, rangelands, grazing and wildlife purposes. Three Rivers' soils are conducive to cattle and grazing operations and to this end extensive grazing occurs along north and south forks (Case Mountain) of the Kaweah River on private ranches and lands leased from the BLM. The proposed Project site itself consists of Blasingame sandy loam and Tujunda sand soils; both are not hydric and are not rated as prime farmland.<sup>14</sup>

#### Forest Lands

"Timberlands that are available for harvesting are located in the eastern portion of Tulare County in the Sequoia National Forest. Hardwoods found in the Sequoia National Forest are occasionally harvested for fuel wood, in addition to use for timber production. Since most of the timberlands are located in Sequoia National Forest, the U.S. Forest Service has principal jurisdiction, which encompasses over 3 million acres. The U.S. Forest Service leases these federal lands for timber harvests."<sup>15</sup>

The proposed Project is not located on timberland or a forest. As noted earlier, the proposed Project site is located on vacant, undeveloped land and does not contain trees either intended for or suitable for use as timber.

#### Regulatory Setting

##### ***Federal***

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

##### ***State***

#### California Environmental Quality Act (CEQA) Definition of Agricultural Lands

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

#### California Department of Conservation, Division of Land Resource Protection

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

The following list provides a comprehensive description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are referred to as Farmland.<sup>16</sup>

- Prime Farmland. Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained

<sup>14</sup> Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Accessed September 2020 at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

<sup>15</sup> Ibid. 4-20.

<sup>16</sup> California Department of Conservation. FMMP – Important Farmland Map Categories. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/>; then select tul16\_no. pdf Accessed May 2019.

high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- Farmland of Statewide Importance. Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland. Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated groves or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- Farmland of Local Importance. Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- Grazing Land. Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- Urban and Builtup Land. Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- Other Land. Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

#### California Land Conservation Act (Williamson Act)

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Department of Conservation assists all levels of government, and landowners in the interpretation of the Williamson Act related government code. The Department also researches, publishes and disseminates information regarding the policies, purposes, procedures, and administration of the Williamson Act according to government code. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the Act within their jurisdiction. These rules include but are not limited to: enrollment guidelines, acreage minimums, enforcement procedures, allowable uses, and compatible uses.<sup>17</sup>

Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally-designated agricultural preserve areas are eligible for enrollment under a contract. The minimum term for contracts is ten years. However, since the contract term automatically renews on each anniversary date of the contract, the actual term is essentially indefinite. Landowners receive substantially reduced property tax assessments in return for enrollment under a Williamson Act contract. Property tax assessments of Williamson Act contracted land are based upon generated income as opposed to potential market value of the property.<sup>18</sup>

#### Forestry Resources

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

#### **Local**

##### County of Tulare

On February 26, 2013, per Resolution No. 2013-0104, Tulare County adopted a two-level review process for evaluating the siting of public and private utility structures on agricultural zoned land to analyze potential agricultural conversion impacts. However, as the proposed Project does not entail nor impact any agricultural land, this Resolution does not apply to the proposed Project.

<sup>17</sup> California Department of Conservation. Williamson Act Program. <https://www.conservation.ca.gov/dlrp/wa>. Site accessed May 2019.

<sup>18</sup> <https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx> Site accessed May 2019.

- a) No Impact:** As noted earlier, the Tulare County Board of Supervisors (Board) approved Resolution No. 2013-0104 on February 26, 2013, whereby Tulare County adopted a two-level review process for evaluating the siting of public and private utility structures on agricultural zoned land to analyze potential agricultural conversion impacts. However, as noted earlier, this Resolution does not apply to the proposed Project. The proposed Project would not result in the Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Therefore, the proposed Project would result in a less than significant impact to this resource.
- b) No Impact:** The proposed Project site is zoned C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone); as such, the proposed Project is an allowed use. The proposed Project site is not under a Williamson Act Contract. Therefore, the proposed Project would not conflict with existing zoning or a Williamson Act Contract and no impact would occur.
- c and d) No Impact:** The proposed Project will not occur on land zoned as forest land or timberland, or result in a loss of forest land. As such, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
- e) No Impact:** The proposed Project site is not located near land zoned as forest land or timberland and therefore would not result in any changes in the environment that might convert forest land to non-forest land. Also, the proposed Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Therefore, the proposed Project would not result in other changes to the environment that could result in the conversion of forest land to no-forest land nor farmland to non-farmland. There would be no impact on this Item.
- Cumulative Impact:** As the proposed Project will not replace agricultural or timberland, it would not contribute to any cumulative impact to this resource.

3.	<b>AIR QUALITY</b>				
	Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Analysis</b></p> <p>The proposed Project will result in Less Than Significant Impacts With Mitigation to Air Quality. The “Air Quality &amp; Greenhouse Gas Assessment Three Rivers Hampton Inn and Suites Project” (AQ Assessment) was prepared by ECORP Consulting, Inc. (Consultant) in July 2020 (updated October 2020) which is included in Attachment “A” of this Initial Study. The AQ Assessment is used as the basis for determining that, based on the evidence/documentation (including incorporation of recommendations contained in the AQ Assessment) and the expertise of qualified Consultant, the proposed Project will result in a less than significant impact.</p>					

## **Environmental Setting**

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

## **Regulatory Setting**

Both the federal government (through the United State Environmental Protection Agency (EPA)) and the State of California (through the California Air Resources Board (CARB or ARB)) have established health-based ambient air quality standards (AAQS) for six air pollutants, commonly referred to as “criteria pollutants.” Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and for which AAQS has been set. The six criteria pollutants are: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), respirable or coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb).

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

### ***Federal***

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

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

The SJVAB is considered to be in attainment for federal and state air quality standards for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>); attainment for federal and non-attainment for state air quality standards for respirable particulate matter (PM<sub>10</sub>); and non-attainment of state and federal air quality standards for ozone (O<sub>3</sub>) and fine particulate matter (PM<sub>2.5</sub>). To meet federal CAA requirements, the Air District has adopted the following attainment plans: the 2004 Extreme Ozone Attainment Demonstration Plan (for the 1979 1-hour standard); the 2007 Ozone Plan (for the 1997 8-hour standard); the 2009 RACT SIP; the 2013 Plan for the Revoked 1-Hour Ozone Standard; the 2014 RACT SIP; the 2016 Plan for the 2008 8-Hour Ozone Standard; 2020 RACT Demonstration (for the 2015 8-hour standard); the 2007 PM<sub>10</sub> Maintenance Plan; the 2008 PM<sub>2.5</sub> Plan (for the 1997 annual standard); the 2012 PM<sub>2.5</sub> Plan (for the 2006 24-hour standard); the 2015 Plan for the 1997 PM<sub>2.5</sub> Standard (for annual and 24-hour standards); the 2016 Moderate Area Plan for the 2012 PM 2.5 Standard (for the annual standard); the 2018 Plan for the 1997, 2006, and 2012 PM 2.5 Standards (annual and 24-hour standards); and the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The State does not have an attainment deadline for the ozone standards; however, it does require implementation of all feasible measures to achieve attainment at the earliest date possible. State PM<sub>10</sub> and PM<sub>2.5</sub> standards have no attainment planning requirements, but must demonstrate that all measures feasible for the area have been adopted.

## State

The California Air Resources Board (ARB) divides the state into air basins that share similar meteorological and topographical features and is the state agency responsible for implementing the federal and state Clean Air Acts. ARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen Sulfide (H<sub>2</sub>S), and vinyl chloride.

Air basins are designated as attainment or nonattainment. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant. The proposed Project is located within the San Joaquin Valley Air Basin, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and parts of Kern counties and is managed by the San Joaquin Valley Unified Air Pollution Control District (Air District).

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

<b>Table AQ-1 SJVAB Attainment Status</b>		
	<b>Designation/Classification</b>	
<b>Pollutant</b>	<b>Federal Standards<sup>a</sup></b>	<b>State Standards<sup>b</sup></b>
Ozone – one hour	No Federal Standard <sup>f</sup>	Nonattainment/Severe
Ozone – eight hour	Nonattainment/Extreme <sup>e</sup>	Nonattainment
PM <sub>10</sub>	Attainment <sup>c</sup>	Nonattainment
PM <sub>2.5</sub>	Nonattainment <sup>d</sup>	Nonattainment
CO	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment
<p><sup>a</sup> See 40 CFR Part 81</p> <p><sup>b</sup> See CCR Title 17 Sections 60200-60210</p> <p><sup>c</sup> On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM<sub>10</sub> National Ambient Air Quality Standard (NAAQS) and approved the PM<sub>10</sub> Maintenance Plan.</p> <p><sup>d</sup> The Valley is designated nonattainment for the 1997 PM<sub>2.5</sub> NAAQS. EPA designated the Valley as nonattainment for the 2006 PM<sub>2.5</sub> NAAQS on November 13, 2009 (effective December 14, 2009).</p> <p><sup>e</sup> Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010)</p> <p><sup>f</sup> Effective June 15, 2005, the U.S. EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. However, EPA had previously classified the SJVAB as extreme nonattainment for this standard. Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.</p> <p>Source: San Joaquin Valley Unified Air Pollution Control District. <i>Ambient Air Quality Standards &amp; Valley Attainment Status</i>. <a href="http://www.valleyair.org/aqinfo/attainment.htm">http://www.valleyair.org/aqinfo/attainment.htm</a>. Accessed October 2020.</p>		

The ARB is responsible for the statewide comprehensive air toxics program. This program was created to reduce exposure to air toxics and established a formal procedure for ARB to designate substances as toxic air contaminants (TACs). Once a TAC is identified, ARB adopts an airborne toxics control measure (ATCM) for sources that emit the designated TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (BACT) to minimize emissions.

The ARB also administers the state's mobile source emissions control program and oversees air quality programs established by state statute. Assembly Bill (AB) 2588 (Air Toxics "Hot Spots" Information and Assessment Act of 1987) requires quantification

and prioritization of TAC emissions from individual facilities by the responsible air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public. The “Hot Spots” Act was amended by Senate Bill (SB) 1731, which requires facilities posing a significant health risk to the community to reduce their risk through a risk management plan.

### ***Local***

#### **San Joaquin Valley Unified Air Pollution Control District (Air District)**

The Air District is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards to ensure that federal and state AAQS are not exceeded and air quality conditions are maintained within the SJVAB. The proposed Project is subject to various Air District rules/regulations, thresholds, and/or permitting requirements, as applicable. As indicated below, the mere size of the proposed Project (i.e., 105 guest room hotel) would not result in the exceedance of any Air District thresholds and, depending upon a final determination by the Air District, does not appear to meet permit applicability requirements. The Air District has several rules and regulations that may apply to the proposed Project, following is an example of those rules/regulations which likely apply to the proposed Project:

- Rule 3135 (Dust Control Plan Fees) – This rule requires the project applicant to submit a fee in addition to a Dust Control Plan. The purpose of this rule is to recover the Air District’s cost for reviewing these plans and conducting compliance inspections.
- Rule 3180 (Administrative Fees for Indirect Source Review (ISR)) – This rule requires the project applicant to submit a fee when submitting an Air Impact Assessment application in accordance with ISR regulations.
- Rules 4101 (Visible Emissions) and 4102 (Nuisance) – This rule applies to any source of air contaminants and prohibits the visible emissions of air contaminants or any activity which creates a public nuisance.
- 4102 (Nuisance) – This rule applies to any source operation that emits or may emit air contaminants or other materials and prohibits any activity which creates a public nuisance.
- Rule 4601 (Architectural Coatings) – This rule limits volatile organic compound (VOC) emissions from architectural coatings and specifies practices for proper storage, cleanup, and labeling requirements. The rule contains VOC content limits for colorants and coatings with different VOC limits for prior to and after January 1st, 2022.
- Rule 4641 (Cutback, Slow Curve and Emulsified Asphalt, Paving and Maintenance Operations) – This rule limits VOC emissions by restricting the application and manufacturing of certain types of asphalt and maintenance operations and applies to the use of these materials.
- Regulation VIII (Fugitive PM10 Prohibitions) – This regulation is a series of eight rules designed to reduce PM10 emissions by reducing fugitive dust emissions. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced.
- Rule 9510 (Indirect Source Review) - requires developers to mitigate project emissions through 1) on-site design features that reduce trips and vehicle miles traveled, 2) controls on other emission sources, and 3) with reductions obtained through the payment of a mitigation fee used to fund off-site air quality mitigation projects. Rule 9510 requires construction related NOx emission reductions of 20 percent and PM10 reductions of 45 percent. Rule 9510 requires a 33 percent reduction in operational NOx emissions and a 50 percent reduction in PM10. The reductions are calculated by comparing the unmitigated baseline emissions and mitigated emissions from the first year of project operation. The Air District recommends using the [CaleEMOD] model to quantify project emissions and emission reductions. Rule 9510 was adopted to reduce the impacts of development on Air District’s attainment plans.

CEQA Guidelines define a significant effect on the environment as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. To determine if a project would have a significant impact on air quality, the type, level, and impact of criteria pollutant emissions generated by the project must be evaluated. The Air District has prepared its guidance document, “Guidance for Assessing and Mitigating Air Quality Impacts” (GAMAQI), to assist Lead Agencies

in assessing project specific impact on air quality.<sup>19</sup> The Air District's significance thresholds and guidance for evaluation are provided below.

#### *Air Quality Plans*

The Air District has established thresholds of significance for criteria pollutant emissions. These thresholds are based on District New Source Review (NSR) offset requirements for stationary sources. "Stationary sources in the District are subject to some of the toughest regulatory requirements in the nation. Emission reductions achieved through implementation of District offset requirements are a major component of the District's air quality plans. Thus, projects with emissions below the thresholds of significance for criteria pollutants would be determined to "Not conflict or obstruct implementation of the District's air quality plan".<sup>20</sup>

The Air District has three sets of significance thresholds based on the source of the emissions. According to the GAMAQI, "The District identifies thresholds that separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project and are recognized to be short in duration. The long-term emissions are mainly related to the activities that will occur indefinitely as a result of project operations."<sup>21</sup>

Long-term (operational) emissions are further separated into permitted and non-permitted equipment and activities. Stationary (permitted) sources that comply or will comply with Air District rules and regulations are generally not considered to have a significant air quality impact. Specifically, the GAMAQI states, "District Regulation II ensures that stationary source emissions will be reduced or mitigated to below the District's significance thresholds... District implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from New and Modified Stationary Sources for all nonattainment pollutants and their precursors. Furthermore, in general, permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must offset all emission increases in excess of the thresholds..."<sup>22</sup>

The Air District's significance thresholds are provided in **Table AQ-2**.

<b>Table AQ-2. Air District Criteria Pollutant Significance Thresholds</b>			
<b>Pollutant/ Precursor</b>	<b>Construction Emissions</b>	<b>Operational Emissions</b>	
		<b>Permitted Equipment and Activities</b>	<b>Non- Permitted Equipment and Activities</b>
	<b>Emissions (tpy)</b>	<b>Emissions (tpy)</b>	<b>Emissions (tpy)</b>
<b>CO</b>	100	100	100
<b>NO<sub>x</sub></b>	10	10	10
<b>ROG</b>	10	10	10
<b>SO<sub>x</sub></b>	27	27	27
<b>PM<sub>10</sub></b>	15	15	15
<b>PM<sub>2.5</sub></b>	15	15	15

Source: Air District, GAMAQI, Table 2, page 80; and <http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf>, accessed October 2020.

#### *Cumulative Impacts*

"By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development. Future attainment of State and Federal ambient air quality standards is a function of successful implementation of the District's attainment plans. Consequently, the District's application of thresholds of significance for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

A Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program, including, but not limited to an

<sup>19</sup> Air District. GAMAQI. March 2015. Website: [http://www.valleyair.org/transportation/GAMAQI\\_12-26-19.pdf](http://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf).

<sup>20</sup> Ibid. Section 7.12. 65.

<sup>21</sup> Op. Cit. Section 8.1 75.

<sup>22</sup> Op. Cit. Section 8.2.1. 76.

air quality attainment or maintenance plan that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located [CCR §15064(h)(3)].

Thus, if project specific emissions exceed the thresholds of significance for criteria pollutants the project would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the District is in non-attainment under applicable Federal or State ambient air quality standards. This does not imply that if the project is below all such significance thresholds, it cannot be cumulatively significant.”<sup>23</sup>

#### *Exposure to Sensitive Receptors*

“Determination of whether project emissions would expose sensitive receptors to substantial pollutant concentrations is a function of assessing potential health risks.

Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. When evaluating whether a development proposal has the potential to result in localized impacts, Lead Agency staff need to consider the nature of the air pollutant emissions, the proximity between the emitting facility and sensitive receptors, the direction of prevailing winds, and local topography.

Lead Agencies are encouraged to use the screening tools for Toxic Air Contaminant presented in section 6.5 (Potential Land Use Conflicts and Exposure of Sensitive Receptors) [pages 44-45 of the GAMAQI] to identify potential conflicts between land use and sensitive receptors and include the result of their analysis in the referral document.”<sup>24</sup>

“Another useful tool is the CAPCOA Guidance Document: Health Risk Assessments for Proposed Land Use Projects. CAPCOA prepared the guidance to assist Lead Agencies in complying with CEQA requirements. The guidance document describes when and how a health risk assessment should be prepared and what to do with the results.”<sup>25, 26</sup>

#### *Nuisance Odors*

“Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to determine the presence of a significant odor impact. Rather, the District recommends that odor analyses strive to fully disclose all pertinent information.

The intensity of an odor source’s operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley. These are presented in Chapter 8 [of the GAMAQI] along with a reasonable distance from the source within which, the degree of odors could possibly be significant.”<sup>27</sup>

“The intensity of an odor source’s operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin. These are presented in Table 6 (Screening Levels For Potential Odor Sources) [of the GAMAQI] along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Table 6 (Screening Levels for Potential Odor Sources) [of the GAMAQI], can be used as a screening tool to qualitatively assess a project’s potential to adversely affect area receptors. This list of facilities is not all-inclusive. The Lead Agency should evaluate facilities not included in the table or projects separated by greater distances if warranted by local conditions or special circumstances. If the proposed project would result in sensitive receptors being located closer than the screening level distances, a more detailed analysis should be provided.”<sup>28</sup>

<sup>23</sup> Op. Cit. Section 7.14. 65-66.

<sup>24</sup> Op. Cit. Section 7.15. 66.

<sup>25</sup> Op. Cit. Section 6.5. 45.

<sup>26</sup> The CAPCOA Guidance document can be found at [http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA\\_HRA\\_LU\\_Guidelines\\_8-6-09.pdf](http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf)

<sup>27</sup> Air District. GAMAQI. March 2015 Section 7.15. 66-67.

<sup>28</sup> Ibid. Section 8.6. 102-103.

### Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to the proposed Project: *AQ-1.1 Cooperation with Other Agencies* requiring the County to cooperate with other local, regional, Federal, and State agencies (e.g., Valley Air District) in developing and implementing air quality plans to achieve State and federal Ambient Air Quality Standards to achieve better air quality conditions locally and regionally; *AQ-1.5 California Environmental Quality Act (CEQA) Compliance* where the County will ensure that air quality impacts identified during the CEQA review process are consistently and reasonably mitigated when feasible; *AQ-2.2 Indirect Source Review* regarding mitigating air quality impacts associated with the Project to Valley Air District's Rule 9510; *AQ-3.4 Landscape* regarding the use of ecologically based landscape design principles that can improve local air quality by absorbing CO<sub>2</sub>, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates; and *AQ-4.2 Dust Suppression Measures* regarding implementation of dust suppression measures during excavation, grading, and site preparation activities consistent with SJVAPCD Regulation VIII – Fugitive Dust Prohibitions.

### Three Rivers Community Plan Update

The following Three Rivers Community Plan Update policies for this resource apply to the proposed Project: *Policy 1.1.3 Commercial Uses – Limiting Negative Impacts* requires new development to be consistent with the character of the surrounding natural and built environment while minimizing negative impacts; *Policy 1.1.4 Compatible Commercial Establishments* encourages compatible commercial establishments necessary to serve residents and which do not have significant traffic, light, noise or visual impacts to the community; *Policy 1.1.9 LU-1.3 Prevent Incompatible Uses* discourages new incompatible land uses that produce significant noise, odors, or fumes; and *Policy 1.4.7 AQ-1.4 Air Quality Land Use Compatibility* requires evaluation of compatibility of developments with regard to proximity of sensitive receptors.

- a) **Less Than Significant Impact:** As discussed in Item b) below, the Air District has determined that projects with emissions below the thresholds of significance for criteria pollutants would not conflict or obstruct implementation of the Air District's air quality plan. As presented in **Tables AQ-3** and **AQ-4**, emissions during construction- and operation-related activities would not exceed the Air District significance thresholds. The proposed Project would be required to comply with applicable Air District rules and regulations, such as Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions) and Rule 9510 (Indirect Source Review), further reducing proposed Project-related emissions.

“As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The SJVAPCD prepared the 2004 Extreme Ozone Attainment Demonstration Plan, 2013 Plan for the Revoked 1-Hour Ozone Standard, 2007 Ozone Plan, 2009 Reasonably Available Control Technology Demonstration for Ozone State Implementation Plan, 2016 Plan for the 2008 8-Hour Ozone Standard, 2016 Moderate Area Plan for the 2012 PM<sub>2.5</sub> Standard, 2013 Plan for the Revoked 1-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards, 2020 RACT Demonstration, and 2007 PM<sub>10</sub> Maintenance Plan and Request for Re-designation. These plans collectively address the air basin's nonattainment status with the national and state O<sub>3</sub> standards as well as particulate matter by establishing a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and the latest population growth projections and associated vehicle miles traveled projections for the region. SJVAPCD's latest population growth forecasts were defined in consultation with local governments and with reference to local general plans.

The Project site is designated Urban Development by the General Plan. The General Plan identifies the Urban Development designation as meant for development generally characterized by low to high density residential development, commercial development, industrial development, and typically supported by public services such as central water and sewer systems. The Project is consistent with this General Plan designation and would not exceed the population or job growth projections used by the SJVAPCD to develop its air quality attainment plans. Additionally, as shown in [Table AQ-3] and [Table AQ-4] [below], both Project construction and Project operations would not generate emissions that would exceed SJVAPCD significance thresholds. Furthermore, the implementation of AQ-1 would reduce construction-generated emissions below what is required in Rule 9510 and AQ-2 would reduce operational-generated emissions or offset the emissions with payment of a fee, which is

then used to fund clean-air projects within the air basin. Note that reductions in construction-generated emissions due to AQ-1 will vary per the fleet used. Regardless, AQ-1 would reduce construction-generated emissions below what is required in Rule 9510. The Project would be consistent with the emission-reduction goals of the SJVAPCD Attainment Plans.”<sup>29</sup>

As the proposed Project is consistent with the General Plan, including the Three Rivers Community Plan Update, and proposed Project-related emissions do not exceed Air District significance thresholds, the proposed Project will not conflict with or obstruct implementation of the air quality plan. Therefore, the proposed Project will have a less than significant impact to this resource.

- b) Less Than Significant Impact with Mitigation:** As previously discussed, the Air Basin is currently designated as non-attainment for the 1-hour state ozone standard as well as for the federal and state 8-hour standards. Additionally, the Air Basin is designated as non-attainment for the state 24-hour and annual arithmetic mean PM<sub>10</sub> standards, as well as the state annual arithmetic mean and the national 24-hour PM<sub>2.5</sub> standards. See **Table AQ-1** for designations and classifications of all criteria pollutants.

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

According to the Air District's GAMAQI, a project would be considered to contribute considerably to a significant cumulative impact if it would result in an increase in ROG, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> of more than its respective significance thresholds. As such, air quality impacts were assessed in accordance with methodologies recommended by the ARB and the Air District. Emissions were modeled using CalEEMod, version 2016.3.2. Project construction-generated criteria air pollutant emissions were calculated using CalEEMod model defaults for Tulare County. Operational air pollutant emissions were based on the Project site plans and the estimated weekend traffic trip generation rates calculated by VRPA Technologies, Inc. (see Attachment “E” of this document), and the CalEEMod defaults for Tulare County for weekday trip generation.

#### Construction Emissions

“Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including ROG, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The largest amount of ROG, CO, SO<sub>x</sub>, and NO<sub>x</sub> emissions would occur during the earthwork phase. PM<sub>10</sub> and PM<sub>2.5</sub> emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.”<sup>30</sup>

“During construction activities, the Project would be required to comply with SJVAPCD Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions). The purpose of this regulation is to limit airborne particulate emissions associated with construction, demolition, excavation, extraction, and other earthmoving activities, as well as with open disturbed land and emissions associated with paved and unpaved roads. Accordingly, these rules include specific measures to be employed to prevent and reduce fugitive dust emissions from anthropogenic sources. For instance, the Project applicant would be required to prepare a dust control plan. Construction activities anywhere within the regulatory jurisdiction of the SJVAPCD, including the Proposed Project site, may not commence until the SJVAPCD has approved or conditionally approved the dust control plan, which must describe all fugitive dust control measures that are to be implemented before, during, and after any dust-generating activity. Regulation VIII specifies ... measures that may be included in the dust control plan to minimize fugitive dust emissions:”<sup>31</sup>

“As shown in Table 2-4 [in the AQ Assessment, **Table AQ-3** in this Initial Study], construction-generated emissions would not

<sup>29</sup> “Air Quality & Greenhouse Gas Assessment Three Rivers Hampton Inn and Suites Project” (AQ Assessment). July 2020 (updated October 2020). Page 24. Prepared by ECORP Consulting, Inc. and included in Attachment “A” of this Initial Study.

<sup>30</sup> Ibid. 15.

<sup>31</sup> Op. Cit.

exceed SJVAPCD significance thresholds.”<sup>32</sup>

TABLE AQ-3 CONSTRUCTION-RELATED EMISSIONS – FUGITIVE PM <sub>10</sub> PROHIBITIONS INCLUDED						
Construction Year	Maximum Annual Emissions (tons per year)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	Total PM <sub>10</sub>	Total PM <sub>2.5</sub>
2021	0.71	2.65	2.62	0.00	0.21	0.14
2022	0.20	0.71	0.78	0.00	0.05	0.03
SJVAPCD Thresholds	10	10	100	27	15	15
Threshold Exceeded	No	No	No	No	No	No
<i>Source: Table 2-4 of Attachment “A” of this Initial Study.</i>						

“In addition to the SJVAPCD criteria air pollutant thresholds, SJVAPCD Rule 9510, Indirect Source Review, Section 2.2, aims to fulfill the District’s emission reduction commitments in the PM<sub>10</sub> and Ozone Attainment Plans. ... The project developers are required to reduce concentrations of NO<sub>x</sub> by 20 percent and PM<sub>10</sub> by 45 percent during construction activities.”<sup>33</sup>

“The Project is proposing the construction of more than 10,000 square feet of commercial space, permitted by-right. Thus, adherence to Rule 9510 is required of the Proposed Project. In accordance with Rule 9510, the Project applicant is required to prepare a detailed air impact assessment (AIA) for submittal to the SJVAPCD, which demonstrates reduction of NO<sub>x</sub> emissions from the Project’s baseline by 20 percent and a reduction of PM<sub>10</sub> by 45 percent. Therefore, the following mitigation is required.

#### Mitigation Measures

**AQ-1** In accordance with SJVAPCD Rule 9510, a detailed air impact assessment (AIA) shall be prepared detailing the specific construction requirement (i.e., equipment required, hours of use, etc.). In accordance with this rule, emissions of NO<sub>x</sub> from construction equipment greater than 50 horsepower used or associated with the development Project shall be reduced by 20 percent from baseline (unmitigated) emissions and PM<sub>10</sub> shall be reduced by 45 percent. The Project shall demonstrate compliance with Rule 9510, including payment of all applicable fees, before issuance of the first building permit.

While the specific emission reduction measures will be developed to the satisfaction of the SJVAPCD, the following measures would reduce short-term air quality impacts attributable to the proposed Project consistent with Rule 9510:

- During all construction activities, all diesel-fueled construction equipment including, but not limited to, rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors shall be of a certified clean fleet.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers’ specifications. Equipment maintenance records shall be kept on-site and made available upon request by the SJVAPCD or the County.
- The Project applicant shall comply with all applicable SJVAPCD rules and regulations. Copies of any applicable air quality permits and/or monitoring plans shall be provided to the County.

*Timing/Implementation:*                      *During the construction period*

*Monitoring/Enforcement:*                      *Tulare County*

As demonstrated in Table 2-5 [of the AQ Assessment, **Table AQ-3** in this Initial Study], implementation of Mitigation Measure **AQ-1** would reduce annual NO<sub>x</sub> emissions by as much as 75 percent during each phase of construction and would reduce annual PM<sub>10</sub> emissions by more than 60 percent, which is far beyond the reduction needed to achieve the SJVAPCD Rule 9510 target. The actual emissions reduction would depend on the construction fleet utilized for construction, as clean fleet vehicles vary in emissions.”<sup>34</sup>

“As previously stated, construction-generated emissions would not exceed SJVAPCD significance thresholds. ...Mitigation measure AQ-1 would result in a greater than required reduction in NO<sub>x</sub> and PM<sub>10</sub> emissions from baseline for all construction activities. ...Since the project’s emissions would not exceed SJVAPCD thresholds, no exceedance of the ambient air quality

<sup>32</sup> Op. Cit. 17.

<sup>33</sup> Op. Cit.

<sup>34</sup> Op. Cit. 18.

standards would occur, and no health effects from project criteria pollutants would occur.”<sup>35</sup>

#### Operational Emissions

“Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM<sub>10</sub>, PM<sub>2.5</sub>, CO, and SO<sub>2</sub> as well as ozone precursors such as ROG and NO<sub>x</sub>. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Table 2-6 [of the AQ Assessment, **Table AQ-4** in this Initial Study] summarizes operational emissions from the Proposed Project.”<sup>36</sup>

“As indicated in Table 2-6 [of the AQ Assessment, **Table AQ-4** in this Initial Study], operational-generated emissions would not exceed SJVAPCD significance thresholds.”<sup>37</sup>

<b>TABLE AQ-4</b>						
<b>OPERATION EMISSIONS</b>						
Emission Source	Maximum Annual Emissions (tons per year) – Commencing 2022					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	Total PM <sub>10</sub>	Total PM <sub>2.5</sub>
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.08	0.07	0.00	0.00	0.00
Mobile	0.24	2.05	2.24	0.00	0.60	0.16
<b>Total</b>	<b>0.58</b>	<b>2.14</b>	<b>2.32</b>	<b>0.00</b>	<b>0.60</b>	<b>0.17</b>
SJVAPCD Thresholds	10	10	100	27	15	15
Threshold Exceeded	No	No	No	No	No	No
Source: Table 2.6 of Attachment “A” of this Initial Study.						

“As previously mentioned, SJVAPCD Rule 9510 is intended to fulfill the region’s emission reduction commitments in the SJVAPCD PM<sub>10</sub> and Ozone Attainment Plans. The Proposed Project is subject to Rule 9510 and would be required to consult with the SJVAPCD regarding the specific applicability of Rule 9510 in relation to Project operations. In accordance with Rule 9510, the Project applicant would be required to prepare a detailed air impact assessment for submittal to the SJVAPCD demonstrating the reduction from the Project’s baseline of NO<sub>x</sub> emissions. The following mitigation is required.

#### **Mitigation Measures:**

**AQ-2** In accordance with SJVAPCD Rule 9510, a detailed air impact assessment shall be prepared detailing the operational characteristics associated with the Proposed Project. In accordance with this rule, operational emissions of NO<sub>x</sub> shall be reduced by a minimum of 33.3 percent and operational emissions of PM<sub>10</sub> must be reduced by a minimum of 50 percent over a period of ten years. (Emissions reductions are in comparison to the Project’s operational baseline emissions presented in Table 2-6.) The Project would demonstrate compliance with Rule 9510, including payment of all applicable fees, before issuance of the first building permit.

Based on the findings of the air impact assessment, the applicant shall pay the SJVAPCD a monetary sum necessary to offset the required operational emissions that are not reduced by the emission reduction measures contained in the air impact assessment. The quantity of operational emissions that need to be offset will be calculated in accordance with the methodologies identified in Rule 9510, Indirect Source Review, and approved by the SJVAPCD. Operational emissions reduction methods will be selected under the direction of the SJVAPCD according to the air impact assessment process detailed in, and required by Rule 9510, Indirect Source Review (see Rule 9510, subsection 5).

Timing/Implementation: Prior to the issuance of building permits

Monitoring/Enforcement: County of Tulare Planning and Building Department”<sup>38</sup>

As presented in **Tables AQ-3** and **AQ-4**, proposed Project construction- and operational-related activities emissions would not exceed the Air District’s thresholds of significance for ROG, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, this Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the SJVAB is in nonattainment. The Project will result in a less than significant impact with mitigation.

<sup>35</sup> Op. Cit. 19.

<sup>36</sup> Op. Cit.

<sup>37</sup> Op. Cit. 20.

<sup>38</sup> Op. Cit. 20-21.

- c) **Less Than Significant Impact:** “[S]ensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. ...The nearest sensitive receptors to the Project site are the Comfort Inn and Suites located approximately 98 feet north of the Project site boundary, the vacant commercial building located approximately zero feet west of the Project site boundary, and a residence located across State Highway 198 from the site, approximately 270 feet to the west. [T]he distance to the Comfort Inn and Suites was measured from the property line of the Proposed Project to the portion of the Comfort Inn and Suites property line which is located adjacent to the nearest hotel building on the property (see Figure 1 [of the AQ Assessment]). The parking lot located in the southeast section of the Comfort Inn and Suites site is not considered to be the nearest point to the sensitive receptor, as visitors to the hotel would spend the majority of their stay in their hotel room, at the nearby community center, and/or in Sequoia and Kings Canyon National Parks, thus remaining in the parking lot for a relatively short duration. In addition, hotel staff would spend relatively little time in the hotel parking lot.”<sup>39</sup>

#### Construction-Generated Air Contaminants

“Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. However, as shown in Table [AQ-3], the Project would not exceed the SJVAPCD construction emission thresholds. The portion of the SJVAB which encompasses the Project area is classified nonattainment area for the federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> (CARB 2018). Thus, existing O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> levels in the SJVAB are at unhealthy levels during certain periods.

The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O<sub>3</sub> precursor emissions (ROG or NO<sub>x</sub>) in excess of the SJVAPCD thresholds, the Project is not anticipated to substantially contribute to regional O<sub>3</sub> concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood’s ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SJVAPCD thresholds. Thus, the Project’s CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by the CARB in 1998. The potential cancer risk from the inhalation of DPM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions (mitigated) of exhaust PM<sub>2.5</sub>, considered a surrogate for DPM, would be 0.07 pounds/day (see Attachment A). (PM<sub>2.5</sub> exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., PM<sub>2.5</sub>). Most PM<sub>2.5</sub> derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) As with O<sub>3</sub> and NO<sub>x</sub>, the Project would not generate emissions of PM<sub>10</sub> or PM<sub>2.5</sub> that would exceed the SJVAPCD’s thresholds. Additionally, the Project would be required to comply with Regulation VIII, Rules 8021–8071- Fugitive PM<sub>10</sub> Prohibitions and Rule 9510- Indirect Source Review, as described above, which limit the amount of fugitive dust generated during construction. Accordingly, the Project’s PM<sub>10</sub> and PM<sub>2.5</sub> emissions are not expected to cause any increase in related regional health effects for these pollutants. Although health risk due to TACs cannot be accurately quantified, based on quantitative and qualitative analysis of anticipated Project emissions, a significant health risk would not result.

In summary, the Project would not result in a potentially significant contribution to regional or localized concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those

<sup>39</sup> Op. Cit. 24-25.

pollutants.”<sup>40</sup>

#### *Naturally Occurring Asbestos*

“Another potential air quality issue associated with construction-related activities is the airborne entrainment of asbestos due to the disturbance of naturally-occurring asbestos-containing soils. The Proposed Project is not located within an area designated by the State of California as likely to contain naturally-occurring asbestos (DOC 2011). As a result, construction-related activities would not be anticipated to result in increased exposure of sensitive land uses to asbestos.”<sup>41</sup>

#### *Valley Fever*

“*Coccidioidomycosis* (CM), often referred to as San Joaquin Valley Fever or Valley Fever, is one of the most studied and oldest known fungal infections. Valley Fever most commonly affects people who live in hot dry areas with alkaline soil and varies with the season. This disease, which affects both humans and animals, is caused by inhalation of arthroconidia (spores) of the fungus *Coccidioides immitis* (CI). CI spores are found in the top few inches of soil and the existence of the fungus in most soil areas is temporary. The cocci fungus (an organism that grows and feeds on dead or decaying organic matter) lives as a saprophyte in dry, alkaline soil. When weather and moisture conditions are favorable, the fungus "blooms" and forms many tiny spores that lie dormant in the soil until they are stirred up by wind, vehicles, excavation, or other ground-moving activities and become airborne. Agricultural workers, construction workers, and other people who work outdoors and who are exposed to wind and dust are more likely to contract Valley Fever. Children and adults whose hobbies or sports activities expose them to wind and dust are also more likely to contract Valley Fever. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley fever (*Coccidioidomycosis*) is found in California, including Tulare County. In about 50 to 75 percent of people, valley fever causes either no symptoms or mild symptoms and those infected never seek medical care; when symptoms are more pronounced, they usually present as lung problems (cough, shortness of breath, sputum production, fever, and chest pains). The disease can progress to chronic or progressive lung disease and may even become disseminated to the skin, lining tissue of the brain (meninges), skeleton, and other body areas.

Tulare County is considered a highly endemic area for valley fever. When soil containing this fungus is disturbed by ground-disturbing activities such as digging or grading, by vehicles raising dust, or by the wind, the fungal spores get into the air. When people breathe the spores into their lungs, they may get valley fever. Fungal spores are small particles that can grow and reproduce in the body. The highest infection period for valley fever occurs during the driest months in California, between June and November. Infection from valley fever during ground-disturbing activities can be partially mitigated through the control of Project-generated dust. As noted, Project-generated dust would be controlled by adhering to SJVAPCD dust-reducing measures (Regulation VIII), which includes the preparation of a SJVAPCD-approved dust control plan describing all fugitive dust control measures that are to be implemented before, during, and after any dust-generating activity.

With minimal site grading and conformance with SJVAPCD Regulation VIII, dust from the construction of the Project would not add significantly to the existing exposure level of people to this fungus, including construction workers.”<sup>42</sup>

#### Operational Air Contaminants

“Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional heavy-duty trucks that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The maximum operation-related emissions of exhaust PM<sub>2.5</sub>, considered a surrogate for DPM, would be 0.09 pounds per day, produced by the estimated 860 additional one-way vehicle trips per day on Saturdays, 625 additional one-way vehicle trips per day on Sundays, and 858 additional one-way vehicle trips per day on weekdays. Therefore, the Project would not be a source of TACs and there would be no impact as a result of the Project during operations. The Project would not have a high carcinogenic or non-carcinogenic risk during operation.”<sup>43</sup>

<sup>40</sup> Op. Cit. 25-26.

<sup>41</sup> Op. Cit. 26.

<sup>42</sup> Op. Cit. 26-27.

<sup>43</sup> Op. Cit. 27.

### *Carbon Monoxide Hot Spots*

A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. Studies have been conducted by the South Coast Air Quality Management District (SCAQMD) and the Bay Area Air Quality Management District (BAAQMD) to determine what level of traffic is needed to result in a CO hot spot. The SCAQMD determined that an intersection with a volume of 100,000 vehicles per day would not exceed the CO standards, while the BAAQMD concluded a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.<sup>44</sup>

“Furthermore, the SJVAPCD Guidance for Assessing and Mitigating Impacts (2015b) includes the following CO hot spot criteria:

If neither of the following criteria are met at all intersections affected by the developmental project, the project will result in no potential to create a violation of the CO standard:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity.

According to the Traffic Study prepared for the Project, LOS at the SR 198 (Sierra Drive) and Project Driveway and SR 198 (Sierra Drive) and Old 3 Rivers Road intersections would not exceed target LOS ‘D’ for all the study scenarios. In addition, the Project is expected to generate 860 trips generated per day on Saturdays and the estimated 625 trips generated per day on Sundays (VRPA Technologies, Inc. 2020). Using CalEEMod trip generation defaults for Tulare County, 858 trips are anticipated to be generated on weekdays. Thus, based on Project traffic generation and resultant LOS on affected roadways, it can be determined that the Project would not result in CO hotspots.

It is acknowledged that the Project site is located relatively close to the entrance of the Sequoia National Park entrance. Historically, there have been instances when a substantial amount of automobiles are queued for entrance into the park and idling along the road as far out as Three Rivers. However, such instances are uncommon and very unlikely to result in traffic volumes of over 100,000 vehicles per day. Thus, neither the Proposed Project nor the cumulative park plus Project traffic would not generate traffic volumes of more than 100,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values.”<sup>45</sup>

Project-related emissions fall below the Air District’s thresholds of significance and does not result in a CO Hot Spot. The Project, with implementation of fugitive dust measures in accordance with Air District regulation, would not expose the public to naturally occurring asbestos or Valley fever. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. The Project would have a less than significant impact to this resource

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

“In addition, per the SJVAPCD’s Guidance to Conduct Detailed Analysis for Assessing Odor Impacts to Sensitive Receptors, this analysis of potential odor impacts contains a review of odor complaints for “similar facilities”. Specifically, a records request for odor complaints submitted within the last three years involving the adjacent Comfort Inn and Suites was submitted on October 12, 2020. The SJVAPCD confirmed no odor complaints were found to be on file for the Three Rivers Comfort Inn and Suites within the last three years (SJVAPCD 2020b). As such, it is also expected that substantial odors would not be generated by the proposed hotel Project.”<sup>46</sup>

<sup>44</sup> Op. Cit. 28.

<sup>45</sup> Op. Cit. 28-29.

<sup>46</sup> Op. Cit. 30.

**Cumulative Impact:** As noted earlier, the Air Assessment concluded that the proposed Project would not exceed any air quality thresholds and will not expose sensitive receptors to substantial pollutant concentration site. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. Furthermore, the Project would have a net benefit on air quality as it would reduce the overall vehicle miles traveled within the SJVAB.

4.		BIOLOGICAL RESOURCES				
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

The proposed Project will result in Less Than Significant Impacts to Biological Resources Assessment with mitigation. The "Biological Resources Assessment Hampton Inn and Suites Three Rivers" (BRA or Assessment) was prepared by ECORP Consulting, Inc. (Consultant) in June 2020 which is included as Attachment "C" of this Initial Study. As noted in the BRA, "The purpose of this BRA is to assess the potential for occurrence of special-status plant and animal species and their habitats, and sensitive habitats such as wetlands and riparian communities within the Project Study Area. This assessment includes information generated from the reconnaissance-level site assessment and does not include a wetland delineation performed according to U.S. Army Corps of Engineers' (USACE's) standards, nor does it include determinate field surveys for special-status plant and animal

species.”<sup>47</sup> This Report is used as the basis for determining that, based on the evidence/documentation (including incorporation of recommendations contained in the Report) and the expertise of qualified consultant ECORP Consulting, Inc. (Consultant), the proposed Project will result in a less than significant impact.

### Environmental Setting

As noted in the Biological Resources Assessment (BRA), “The proposed Project is located in the community of Three Rivers, California east of State Highway 198 (Sierra Drive), approximately 1,000 feet north of the Old Three Rivers Road intersection, and immediately south of the Comfort Inn and Suites (Figure 1. Project Location and Vicinity). The site corresponds to a portion of Section 26, Township 17 south, Range 28 (Mount Diablo Base and Meridian) east of the “Kaweah, California” 7.5-minute quadrangles (North American Datum [NAD]27) (U.S. Geological Survey [USGS] 1993). The approximate center of the site is located at latitude 36.424827° (NAD83) and longitude 118.914718° (NAD83) within the Upper Kaweah Watershed (Hydrologic Unit Code #180300007) Watershed (Natural Resources Conservation Service [NRCS] et al. 2019). The proposed Project entails the development of a 105-room hotel to be located off State Route 198 (Sierra Drive), approximately 1,100 feet north of Old Three Rivers Road.”<sup>48</sup>

“The Study Area is currently undeveloped and is situated at an elevation range of approximately 750 to 775 feet above mean sea level (MSL) in the southern Sierra Nevada foothills subregion of the Sierra Nevada region of the California floristic province (Baldwin et. al. 2012). The Study Area appears to have been historically disturbed as remnant vehicles tracks are found throughout the site. According to Google Earth aerial photographs, an area of oak woodland was present in the eastern portion of the site through 2005 but had been cut down and removed by 2009. Remnants of the root balls can be found onsite in the form of shallow basins. Representative photographs of the Study Area are provided in Attachment B [of the BRA]. The surrounding lands include undeveloped lands, the Comfort Inn and Suites, and rural residences.”<sup>49</sup>

### Methods

It is noted, for CEQA purposes, the CEQA Guidelines (at Appendix G) are clear that a proposed project is evaluated on **substantial adverse effect** (emphasis added) on habitat; on any species identified as a candidate, sensitive, or special status specie; on riparian habitat or other sensitive community, state or federally protected wetlands; on the movement, migration, wildlife corridor, or wildlife nursery site; conflict with any local policies or ordinances protecting biological resources; or conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. As a result of its location, commonly occurring species (such as bears, deer, raccoons, snakes, bobcats, rabbits, fox, etc.) do not qualify nor are they evaluated as special status species.

As noted in the BRA, “For the purposes of this assessment, special-status species are defined as plants or animals that:

- are listed, proposed for listing, or candidates for future listing as threatened or endangered under the ESA;
- are listed or candidates for future listing as threatened or endangered under the California ESA;
- meet the definitions of endangered or rare under Section 15380 of the CEQA Guidelines;
- are identified as an SSC by CDFW;
- are plants considered by the California CNPS to be "rare, threatened, or endangered in California" (CRPR 1 and 2);
- are plants listed by CNPS as species about which more information is needed to determine their status (CRPR 3), and plants of limited distribution (CRPR 4);
- are plants listed as rare under the California NPPA, California Fish and Game Code, § 1900 et seq.); or
- are fully protected in California in accordance with the California Fish and Game Code, §§ 3511 (birds), 4700 (mammals), 5050 (amphibians and reptiles), and 5515 (fishes).

Only species that fall into one of the above-listed groups were considered for this assessment. Other species tracked by the CNDDB but having no other special status were not considered to be special status and were not included within this analysis.”<sup>50</sup>

<sup>47</sup> “Biological Resources Assessment Hampton Inn and Suites Three Rivers” (BRA). Page 1. Prepared by ECORP Consulting, Inc. and is included as Attachment “C” of this Initial Study

<sup>48</sup> Ibid.

<sup>49</sup> Op. Cit. 13.

<sup>50</sup> Op. Cit. 11.

## ***Literature Review***

As contained in the BRA, “The following resources were reviewed to determine the special-status species that have been documented within or in the vicinity of the Study Area. Results of the species searches are included as Attachment A.

- CDFW CNDDDB data for the “Kaweah, California” 7.5-minute quadrangle as well as the eight surrounding USGS quadrangles (CDFW 2020a);
- USFWS Information, Planning, and Consultation System Resource Report List for the Project site (USFWS 2020a);
- CNPS’ electronic Inventory of Rare and Endangered Plants of California was queried for the “Kaweah, California” 7.5-minute quadrangles and the eight surrounding quadrangles (CNPS 2020);
- CDFW Biogeographic Information and Observation System (BIOS) query of range maps for potentially occurring special-status species (CDFW 2020b); and
- USFWS Threatened & Endangered Species Active Critical Habitat Report (USFWS 2020b).

Additional background information was reviewed regarding the documented or potential occurrence of special-status species within or near the Project site from the following sources:

- The Status of Rare, Threatened, and Endangered Plants and Animals of California 2000-2004 (California Department of Fish and Game [CDFG] 2005);
- California Bird SSC (Shuford and Gardali 2008);
- Amphibian and Reptile SSC in California (Thompson et al. 2016);
- Mammalian SSC in California (Williams 1986);
- California’s Wildlife, Volumes I-III (Zeiner, et al. 1988, 1990a, 1990b); and
- A Guide to Wildlife Habitats of California (Mayer and Laudenslayer Jr., eds. 1988).<sup>51</sup>

### **Site Reconnaissance**

As contained in the BRA, a site reconnaissance was conducted by qualified ECORP biologist (Ms. Hannah Stone) on May 15, 2020. Ms. Stone utilized meandering transects while walking the Study Area during her search for aquatic resources, potential Waters of the U.S./State, special-status species or their habitat and included the findings of the site assessment in the BRA.<sup>52</sup> As indicated in the BRA, “During the field survey, biological communities occurring onsite were characterized and the following biological resource information was collected:

- Vegetation communities within the Project site;
- Plant and animal species directly observed;
- Animal evidence (e.g., scat, tracks);
- Existing active raptor nest locations;
- Burrows and any other special habitat features;

In addition, soil types were identified using the NRCS Web Soil Survey (NRCS 2020a).<sup>53</sup>

### **Special Status Species Considered for the Project**

As noted earlier, for CEQA purposes, the CEQA Guidelines (at Appendix G) are clear that a proposed project is evaluated on substantial adverse effect (emphasis added) on habitat; on any species identified as a candidate, sensitive, or special status specie; on riparian habitat or other sensitive community, state or federally protected wetlands; on the movement, migration, wildlife corridor, or wildlife nursery site; conflict with any local policies or ordinances protecting biological resources; or conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. As such, the BRA notes, “Special-status plant and animal species that resulted from database searches were evaluated for their potential to occur onsite. Species that are tracked in the CNDDDB but do not have any other special status, as defined above, were not included in this assessment. Species’ potential to occur within the Project site was assessed based on the following criteria:

- Present - Species was observed during the site visit or is known to occur within the Project site based on documented occurrences within the CNDDDB or other literature.

<sup>51</sup> Op. Cit. 11-12.

<sup>52</sup> Op. Cit. 12.

<sup>53</sup> Op. Cit.

- Potential to Occur - Habitat (including soils and elevation requirements) for the species occurs within the Project site.
- Low Potential to Occur - Marginal or limited amounts of habitat occur, and/or the species is not known to occur within the vicinity of the Project site based on CNDDDB records and other available documentation.
- Absent - No suitable habitat (including soils and elevation requirements) and/or the species is not known to occur within the vicinity of the Project site based on CNDDDB records and other documentation.”<sup>54</sup>

## Results

In summary, the BRA includes discussions of Site Characteristics and Land Use; Vegetation Communities and Land Cover Types (annual grassland, oak woodland, ruderal/roadside (see Figure 2. Vegetation Community and Land Cover Types/Preliminary Wetland Assessment, in the BRA); Soils (see (Figure 3. Natural Resources Conservation Service Soil Types, in the BRA); Potential Aquatic Resources (see Figure 4. California Aquatic Resources Inventory, in the BRA); Wildlife, Evaluation of Special-Status Species Identified in the Literature Search (see Table 1 in the BRA which lists all special status plant and wildlife species identified in the literature search as potentially occurring within the Project site); Plants (Kaweah Brodiaea, Springville Clarkia, Streambank Spring Beauty, Recurved Larkspur, Calico Monkeyflower, Mouse Buckwheat, Spiny-Sepaled Button-Celery, Sierra Nevada Monkeyflower, American Manna Grass, Munz’s Iris, Madera Leptosiphon, San Joaquin Adobe Sunburst); Reptiles (Norther California Legless Lizard and Blainville’s Horned Lizard); Birds (Nuttall’s Woodpecker, Oak Titmouse, and Lawrence’s Goldfinch); Migratory Bird Treaty Act Protected Birds and Mammals (Townsend’s Big-eared Bat and Pallid Bat); Sensitive Natural Communities (which were absent), Wildlife Movement/Corridors; and Critical Habitat (which was absent).<sup>55</sup> These discussions can be found in their entirety in the BRA which is included in Attachment “B” of this Initial Study.

## Recommendations

The BRA provides recommendations to ensure the Project will have a less than significant impact on biological resources/species within the proposed Project site. The recommendations are enumerated and summarized in **Table BIO-1**, below. As consultant provided a list of recommendations, RMA staff enumerated and summarized the recommendations in a different format than Consultant as shown in **Table BIO-1**. The full text of the recommendations can be found in the BRA beginning on Page 37 and ending on Page 41.

## Federal

### Endangered Species Act

The Federal Endangered Species Act (FESA) protects plants and wildlife that are listed as endangered or threatened by the USFWS and National Oceanic and Atmospheric Administration (NOAA) Fisheries. Section 9 of the FESA prohibits the taking of listed wildlife, where taking is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct” (50 CFR 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any listed plant on federal land and removing, cutting, digging-up, damaging, or destroying any listed plant on non-federal land in knowing violation of state law (16USC1538). Pursuant to Section 7 of the FESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed plant or wildlife species or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity, provided the action will not jeopardize the continued existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to private parties, provided a Habitat Conservation Plan (HCP) is developed.

### Section 7 Consultation

“Section 7 of the ESA mandates that all federal agencies consult with USFWS and/or NMFS to ensure that federal agencies’ actions do not jeopardize the continued existence of a listed species or adversely modify critical habitat for listed species. If direct and/or indirect effects will occur to critical habitat that appreciably diminish the value of critical habitat for both the survival and recovery of a species, the adverse modifications will require formal consultation with USFWS or NMFS. If adverse effects are likely, the federal lead agency must prepare a biological assessment (BA) for the purpose of analyzing the potential effects of the proposed Project on listed species and critical habitat to establish and justify an "effect determination." Often a third-party, non-federal applicant drafts the BA for the lead federal agencies. The USFWS/NMFS reviews the BA; if it concludes that the Project may

<sup>54</sup> Op. Cit. 13.

<sup>55</sup> Op. Cit. 13-37.

adversely affect a listed species or its habitat, it prepares a BO. The BO may recommend "reasonable and prudent alternatives" to the project to avoid jeopardizing or adversely modifying habitat."<sup>56</sup>

#### Critical Habitat

"Critical Habitat is defined in Section 3 of the ESA as:

1. the specific areas within the geographical area occupied by a species, at the time it is listed in accordance with the ESA, on which are found those physical or biological features essential to the conservation of the species and that may require special management considerations or protection; and
2. specific areas outside the geographical area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

For inclusion in a Critical Habitat designation, habitat within the geographical area occupied by the species at the time it was listed must first have features essential to the conservation of the species (16 USC 1533). Critical Habitat designations identify, to the extent known and using the best scientific data available, habitat areas that provide essential life cycle needs of the species (areas on which are found the primary constituent elements). Primary constituent elements are the physical and biological features that are essential to the conservation of the species and that may require special management considerations or protection. These include but are not limited to the following:

1. Space for individual and population growth and for normal behavior.
2. Food, water, air, light, minerals, or other nutritional or physiological requirements.
3. Cover or shelter.
4. Sites for breeding, reproduction, or rearing (or development) of offspring.
5. Habitats that are protected from disturbance or are representative of the historic, geographical, and ecological distributions of a species."<sup>57</sup>

#### Migratory Bird Treaty Act (MTBA)

The MBTA implements international treaties devised to protect migratory birds and any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits are in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the CDFG Code.

#### Federal Clean Water Act

The Federal Clean Water Act's (CWA's) purpose is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States without a permit from the U.S. Army Corps of Engineers (ACOE). The definition of waters of the United States includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3 7b)." The USEPA also has authority over wetlands and may override an ACOE permit. Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or Waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the RWQCB.

#### *State*

#### California Endangered Species Act

<sup>56</sup> BRA page 4.

<sup>57</sup> Ibid. 4-5.

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA, but unlike its federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called candidates by the state). Section 2080 of the CDFG Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. Take is defined in Section 86 of the CDFG Code as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The CESA allows for take incidental to otherwise lawful development projects. State lead agencies are required to consult with the CDFG to ensure that any action they undertake is not likely to jeopardize the continued existence of any endangered, threatened, or candidate species or result in destruction or adverse modification of essential habitat. The CDFG administers the act and authorizes take through Section 2081 agreements (except for designated fully protected species).

#### Fully Protected Species

The State of California first began to designate species as fully protected prior to the creation of the CESA and FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered pursuant to the CESA and/or FESA. The regulations that implement the Fully Protected Species Statute (CDFG Code Section 4700 for mammals; Section 3511 for birds; Section 2020 for reptiles and amphibians; and Section 5515 for fish) provide that fully protected species may not be taken or possessed at any time. Furthermore, the CDFG prohibits any state agency from issuing incidental take permits for fully protected species, except for necessary scientific research.

#### Native Plant Protection Act

Regarding listed rare and endangered plant species, the CESA defers to the California Native Plant Protection Act (NPPA) of 1977 (CDFG Code Sections 1900 to 1913), which prohibits importing of rare and endangered plants into California, and the taking and selling of rare and endangered plants. The CESA includes an additional listing category for threatened plants that are not protected pursuant to NPPA. In this case, plants listed as rare or endangered pursuant to the NPPA are not protected pursuant to CESA, but can be protected pursuant to the CEQA. In addition, plants that are not state listed, but that meet the standards for listing, are also protected pursuant to CEQA (Guidelines, Section 15380). In practice, this is generally interpreted to mean that all species on lists 1B and 2 of the CNPS Inventory potentially qualify for protection pursuant to CEQA, and some species on lists 3 and 4 of the CNPS Inventory may qualify for protection pursuant to CEQA. List 3 includes plants for which more information is needed on taxonomy or distribution. Some of these are rare and endangered enough to qualify for protection pursuant to CEQA. List 4 includes plants of limited distribution that may qualify for protection if their abundance and distribution characteristics are found to meet the standards for listing.

#### California Fish and Game Code Special Protections for Birds

“In addition to protections contained within the California ESA and California Fish and Game Code § 3511 described above, the California Fish and Game Code includes a number of sections that specifically protect certain birds. Section 3800 states that it is unlawful to take nongame birds, such as those occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds, except when in accordance with regulations of the California Fish and Game Commission or a mitigation plan approved by CDFW for mining operations. Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird. Section 3503.5 protects birds of prey (which includes eagles, hawks, falcons, kites, ospreys, and owls) and prohibits the take, possession, or destruction of any birds and their nests. Section 3505 makes it unlawful to take, sell, or purchase egrets, ospreys, and several exotic non-native species, or any part of these birds. Section 3513 specifically prohibits the take or possession of any migratory nongame bird as designated in the MBTA.”<sup>58</sup>

#### Lake or Streambed Alteration Agreements

“Section 1602 of the California Fish and Game Code requires individuals or agencies to provide a Notification of Lake or Streambed Alteration to CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” CDFW reviews the proposed actions and, if necessary, proposed measures to protect affected fish and wildlife resources. The final proposal mutually agreed upon by CDFW and the applicant is the Lake or Streambed Alteration Agreement.”<sup>59</sup>

<sup>58</sup> Op. Cit. 6-7.

<sup>59</sup> Op. Cit. 7

### Porter-Cologne Water Quality Act

“The RWQCB implements water quality regulations under the federal CWA and the Porter-Cologne Water Quality Act. These regulations require compliance with the National Pollutant Discharge Elimination System (NPDES), including compliance with the California Storm Water NPDES General Construction Permit for discharges of stormwater runoff associated with construction activities. General Construction Permits for projects that disturb one or more acres of land require development and implementation of a Storm Water Pollution Prevention Plan. Under the Porter-Cologne Water Quality Act, the RWQCB regulates actions that would involve “discharging waste, or proposing to discharge waste, with any region that could affect the water of the state” [Water Code 13260(a)]. Waters of the State are defined as “any surface water or groundwater, including saline waters, within the boundaries of the state” [Water Code 13050 (e)]. The RWQCB regulates all such activities, as well as dredging, filling, or discharging materials into Waters of the State, that are not regulated by USACE due to a lack of connectivity with a navigable water body. The RWQCB may require issuance of a Waste Discharge Requirements for these activities.”<sup>60</sup>

### California Environmental Quality Act

“In accordance with CEQA Guidelines § 15380, a species or subspecies not specifically protected under the federal or California ESAs or NPPA may be considered endangered, rare, or threatened for CEQA review purposes if the species meets certain criteria specified in the Guidelines. These criteria include definitions similar to definitions used in the ESA, the California ESA, and the NPPA. Section 15380 was included in the CEQA Guidelines primarily to address situations in which a project under review may have a significant effect on a species that has not been listed under the ESA, the California ESA, or the NPPA, but that may meet the definition of endangered, rare, or threatened. Animal species identified as SSC by CDFW and plants identified by the CNPS as rare, threatened, or endangered may meet the CEQA definition of rare or endangered.”<sup>61</sup>

### Species of Special Concern

“SSC are defined by the CDFW as a species, subspecies, or distinct population of an animal native to California that are not legally protected under ESA, the California ESA, or the California Fish and Game Code, but currently satisfies one or more of the following criteria:

- The species has been completely extirpated from the state or, as in the case of birds, it has been extirpated from its primary seasonal or breeding role.
- The species is listed as federally (but not State) threatened or endangered, or meets the State definition of threatened or endangered but has not formally been listed.
- The species has or is experiencing serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status.
- The species has naturally small populations that exhibit high susceptibility to risk from any factor that if realized, could lead to declines that would qualify it for State threatened or endangered status.
- SSC are typically associated with habitats that are threatened.

Depending on the policy of the lead agency, projects that result in substantial impacts to SSC may be considered significant under CEQA.”<sup>62</sup>

### U.S. Fish and Wildlife Service Birds of Conservation Concern

“The 1988 amendment to the Fish and Wildlife Conservation Act mandates USFWS “identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under ESA.” To meet this requirement, USFWS published a list of BCC for the U.S. (USFWS 2008) The list identifies the migratory and nonmigratory bird species (beyond those already designated as federally threatened or endangered) that represent USFWS’ highest conservation priorities. Depending on the policy of the lead agency, projects that result in substantial impacts to BCC may be considered significant under CEQA.”<sup>63</sup>

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<sup>60</sup> Op. Cit.

<sup>61</sup> Op. Cit.

<sup>62</sup> Op. Cit. 8.

<sup>63</sup> Op. Cit.

### **California Rare Plant Ranks**

“The CNPS maintains the Inventory of Rare and Endangered Plants of California (CNPS 2020), which provides a list of plant species native to California that are threatened with extinction, have limited distributions, and/or low populations. Plant species meeting one of these criteria are assigned to one of six CRPRs. The rank system was developed in collaboration with government, academia, non-governmental organizations, and private sector botanists, and is jointly managed by CDFW and the CNPS. The CRPRs are currently recognized in the California Natural Diversity Database (CNDDDB). The following are definitions of the CNPS CRPRs:

- Rare Plant Rank 1A – presumed extirpated in California and either rare or extinct elsewhere.
- Rare Plant Rank 1B – rare, threatened, or endangered in California and elsewhere.
- Rare Plant Rank 2A – presumed extirpated in California, but more common elsewhere.
- Rare Plant Rank 2B – rare, threatened, or endangered in California but more common elsewhere.
- Rare Plant Rank 3 – a review list of plants about which more information is needed.
- Rare Plant Rank 4 – a watch list of plants of limited distribution.

Additionally, CNPS has defined Threat Ranks that are added to the CRPR as an extension. Threat Ranks designate the level of threat on a scale of 1 through 3, with 1 being the most threatened and 3 being the least threatened. Threat Ranks are generally present for all plants ranked 1B, 2B, or 4, and for the majority of plants ranked 3. Plant species ranked 1A and 2A (presumed extirpated in California), and some species ranked 3, which lack threat information, do not typically have a Threat Rank extension. The following are definitions of the CNPS Threat Ranks:

- Threat Rank 0.1 – Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat).
- Threat Rank 0.2 – Moderately threatened in California (20-80 percent of occurrences threatened/moderate degree and immediacy of threat).
- Threat Rank 0.3 – Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known).

Factors such as habitat vulnerability and specificity, distribution, and condition of occurrences, are considered in setting the Threat Rank; and differences in Threat Ranks do not constitute additional or different protection (CNPS 2018).

Depending on the policy of the lead agency, substantial impacts to plants ranked 1A, 1B, or 2, and 3 are typically considered significant under CEQA Guidelines § 15380. Significance under CEQA is typically evaluated on a case-by-case basis for plants ranked 4 and at the discretion of the CEQA lead agency.”<sup>64</sup>

### **California Environmental Quality Act Significance Criteria**

“Sections 15063-15065 of the CEQA Guidelines address how an impact is identified as significant. Generally, impacts to listed (rare, threatened, or endangered) species are considered significant. Assessment of “impact significance” to populations of non-listed species (e.g., SSC) usually considers the proportion of the species’ range that will be affected by a project, impacts to habitat, and the regional and population level effects.

Specifically, § 15064.7 of the CEQA Guidelines encourages local agencies to develop and publish the thresholds that the agency uses in determining the significance of environmental effects caused by projects under its review. However, agencies may also rely upon the guidance provided by the expanded Initial Study checklist contained in Appendix G of the CEQA Guidelines. Appendix G provides examples of impacts that would normally be considered significant.

An evaluation of whether or not an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would diminish, or result in the loss of, an important biological resource, or those that would obviously conflict with local, state, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally important but not significant under CEQA. The reason for this is that although the impacts would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population-wide or region-wide basis.”<sup>65</sup>

<sup>64</sup> Op. Cit. 8-9.

<sup>65</sup> Op. Cit. 9-10.

## Local

### Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project such as: *ERM-1.1 Protection of Rare and Endangered Species* which protects environmentally sensitive wildlife and plant life, including those species designated as rare, threatened, and/or endangered by State and/or Federal government, through compatible land use development; *ERM-1.4 Protect Riparian Areas* where the County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls; *ERM-1.6 Management of Wetlands* where the County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats; *ERM-1.7 Planting of Native Vegetation* where the County shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation and wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained; and *ERM-1.16 Cooperate with Wildlife Agencies* which states that the County shall cooperate with State and federal wildlife agencies to address linkages between habitat areas.

### Three Rivers Community Plan

In addition to Tulare County General Plan policies (summarized below), the Three Rivers Community Plan contains Three Rivers-specific policies applicable to biological resources such as: Vision Statement 7 to “protect and preserve oak, sycamore and cottonwood woodlands.” Goal 4 (Protection and Conservation of the Environment) of the Community Plan includes objectives that are pertinent to biological resources, including: 4.1.1 Preserving the Natural Environment; and 4.1.2 CEQA Compliance <sup>66</sup>

Also, as noted in the BRA, “As part of the Community Plan, a Voluntary Oak Woodlands Management Plan (Tulare County 2018b) has been adopted. If the County determines that a project will result in a significant effect to oak woodlands, the County shall require one or more oak woodland mitigation alternatives to mitigate for the significant effect associated with the conservation of oak woodlands.”

- a) **Less Than Significant Impact With Mitigation:** As noted earlier, the proposed Project entails the development of a 105-room hotel to be located off State Route 198 in Three Rivers. Also as noted earlier, the BRA indicates that the Study Area is currently undeveloped and is situated at an elevation range of approximately 750 to 775 feet above mean sea level (MSL) in the southern Sierra Nevada foothills subregion of the Sierra Nevada region of the California floristic province. The BRA further notes that the Study Area appears to have been historically disturbed as remnant vehicles tracks are found throughout the site. Consultant utilized Google Earth aerial photographs which previous showed an area of oak woodland was present in the eastern portion of the site through 2005 but had been cut down and removed by 2009. Surrounding lands include undeveloped lands, the Comfort Inn and Suites, and rural residences

The BRA concludes that there is potential suitable habitat for special-status plants, as such **Mitigation Measures BIO-1** through **BIO-3**, are included in this Initial Study. The BRA also concludes that there is potential suitable habitat for special-status reptiles (lizards), as such **Mitigation Measures BIO-4** through **BIO-5**, are included in this Initial Study. **Mitigation Measures BIO-6** through **BIO-9** have been included to mitigate potential of impacts to nesting raptors and migratory birds as recommended in the BRA. The proposed Project will not require removal of any native valley oaks or other trees. However, there is a possibility that migratory birds and raptors may be present within the vicinity of the proposed Project site, or due to the transient nature of some species.

As such, **Mitigation Measures BIO-1** through **BIO 9** would be implemented reduce potential impacts on special status species to less than significant, as applicable. **Table BIO-1 Summary of Mitigation Measures** lists **Mitigation Measures BIO-1** through **BIO-9** which can be found in their entirety in BRA report in Attachment “B” of this Initial Study.

Based on the analysis contained in the BRA, qualified expert consultant ECORP determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and support the assessment and conclusion. Therefore, the proposed Project will not significantly impact any biological plant or animal species. The proposed Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the biological resources of the area and environment.

<sup>66</sup> Op. Cit. 10.

- b) **No Impact:** As contained in the BRA, “There are no sensitive natural communities onsite. No measures are recommended.”<sup>67</sup> As such, the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Based on the analysis contained in the BRA, qualified expert consultant ECORP determined that the proposed Project would result in no impact. Tulare County RMA agrees with and supports the assessment and conclusion.
- c) **Less Than Significant Impact with Mitigation:** Based on the analysis contained in the BRA, qualified expert consultant ECORP determined that the proposed Project would result in less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As noted in the BRA, “Approximately 0.011 acre of aquatic resources is located within the Study Area (Figure 2 [in the BRA]). The following mitigation measures [included in this Initial Study as **BIO-10** through **BIO-13**] are recommended to minimize potential impacts to Waters of the U.S./State if the Project proposes to place fill in these features...”<sup>68</sup> Therefore, the proposed Project would not result in a significant impact.
- d) **Less Than Significant Impact:** The proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. As contained in the BRA, “Wildlife have potential to use the Project site for localized wildlife movement. However, Project development would not constitute a significant loss of the available wildlife habitat in the area. No measures are recommended.”<sup>69</sup> Based on the analysis contained in the BRA, qualified expert consultant ECORP determined that the proposed Project would result in less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion.

TABLE BIO-1 SUMMARY OF MITIGATION MEASURES <sup>70</sup>		
MITIGATION	TYPE OF MITIGATION	SUMMARIZED DESCRIPTION
<b>Measures for Special Status Plant Species</b>		
BIO-1	Pre-construction Survey	Perform focused plan surveys.
BIO-2	Plants absent	If no special-status plants are found within the Project Area, no further measures pertaining to special-status plants are necessary
BIO-3	Avoidance	If avoidance not possible, seed collection, transplantation, and/or other mitigation measures.
<b>Measures for Special Status Reptiles</b>		
BIO-4	Pre-construction Survey	Qualified biologist conducts pre-construction surveys for special status reptile species.
BIO-5	Presence	Qualified biologist relocates the individuals, with the concurrence of CDFW, to a site with suitable habitat.
<b>Measures for Nesting Raptors and Migratory Birds</b>		
BIO-6	Pre-construction Survey	If Project activities occur during the nesting season (February 1-August 31), a qualified biologist will conduct preconstruction surveys).
BIO-7	Buffers	Upon active nest discovery, the biologist determines appropriate construction setback distances and a behavioral baseline using applicable CDFW guidelines and/or the biology of the affected species.
<b>Measures for Special Status Mammals (Bats)</b>		
BIO-8	Pre-construction Survey: Absence	Qualified biologist will conduct pre-construction surveys; if roosting habitat or bats are not present, no further measures are necessary.
BIO-9	Pre-construction Survey: Presence	Qualified biologist will conduct a bat habitat assessment. If suitable roosting habitat present, a qualified biologist will conduct bat emergence survey to determine whether or not bats are present. If special-status bats are found, consult with CDFW.
<b>Measures for Waters of the United States and State</b>		
BIO-10	Perform Delineation	Perform an aquatic resources delineation according to USACE standards.
BIO-11	Avoidance	Potentially jurisdictional features should be avoided and fenced.
BIO-12	Section 404 Permit	If Waters of the U.S./State cannot be avoided obtain Section 404 Permit.
BIO-13	Section 401 Permit	Obtain Section 401 Permit from the RWQCB.
BIO-14	RWQCB permit	Obtain RWQCB permit for discharge of material as applicable.
<b>Measures for Oak Woodlands</b>		

<sup>67</sup> Op. Cit. 41.

<sup>68</sup> Op. Cit. 37-38.

<sup>69</sup> Op. Cit. 41.

<sup>70</sup> Ibid. 5.0 Recommendations. 37-40.

BIO-15	Avoidance/Conservation	If feasible, avoid/conserv oak woodlands.
BIO-16	Replacement	If oak woodlands are proposed for impact, plant an appropriate number of trees, including maintain planting and replacing dead or diseased trees .
BIO-17	Contribution	Contribute funds to the Oak Woodlands Conservation Fund, as established under subdivision (a) of the Section 1363 of the California Fish and Game Code.
BIO-18	Other	County determines mitigation; possible implementation of <i>Three Rivers Voluntary Oak Woodland Plan</i>

e) **Less Than Significant Impact with Mitigation:** There are no oak woodland within the proposed Project site; however, there are two oaks adjacent to the site. As described in the BRA, “There are two isolated small oak trees located within the annual grassland. The oaks that make up the oak woodland mapped in the Study Area are located on the adjacent property with only the dripline overlapping into the Study Area. Although direct impacts to the oak woodland is not anticipated, indirect impacts may occur. If impacts are considered significant, one or more of the following measures should be implemented to reduce the impact to oak woodlands (per the Three Rivers Voluntary Oak Woodland Plan).”<sup>71</sup> As such, Mitigation Measures **BIO-15** through **BIO-18** would reduce potential impact to less than significant: Based on the analysis contained in the BRA, qualified expert consultant ECORP determined that the proposed Project would result in less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion.

f) **No Impact:** The proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances. Moreover, the proposed Project is not expected to conflict with the goals or policies of the Tulare County General Plan that protect biological resources. Also, as the proposed Project is not within or in the vicinity of any approved habitat conservation plans, natural community conservation plans, or regional or state habitat conservation plans in effect, the proposed Project would result in no impact to these resources within the vicinity of the proposed Project site. Based on the analysis contained in the BRA, qualified expert consultant ECORP determined that the proposed Project would result in less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion.

**Cumulative Impact:** As noted earlier, the BRA, and supported in this resource analysis, the proposed Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the biological resources of the area and environment. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

5. CULTURAL RESOURCES			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
		Would the project:				
	a)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Analysis:**

The “Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers” (CRIR or Report) was prepared by ECORP Consulting, Inc. (Consultant) in June 2020 which is included as Attachment “C” of this Initial Study. This Report is used as the basis for determining that, based on the evidence/documentation (including incorporation of recommendations contained in the Report) and the expertise of qualified consultant ECORP Consulting, Inc. (Consultant), the proposed Project will result in a less than significant impact. Also, Item 18 Tribal Cultural Resources provides additional historical context more specific to Native American history/resources.

<sup>71</sup> Op. Cit.

## Environmental Setting

“Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory.”<sup>72</sup>

“California’s coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region.”<sup>73</sup>

“The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley. The California Department of Finance estimated the 2007 Tulare County population to be 430,167”<sup>74</sup>

As described in the Report, “The Project Area is located in a rural residential and commercial center in the unincorporated community of Three Rivers along Sierra Drive/Highway 198. This area is in the foothills of the Sierra Nevada at the edge of the San Joaquin Valley. Three Rivers is in the Kaweah River canyon, the gateway to the entrance to Sequoia and Kings Canyon National Parks. The Project Area is along the southern bank of the Kaweah River, which is 200 feet west, and is approximately five miles northeast of Kaweah Lake. Highway [SR] 198 separates the Project Area land from the Kaweah River. Elevations range from 755 to 765 feet above mean sea level”<sup>75</sup>

### Project Description and Area of Potential Effects

“The proposed Project entails the construction of a commercial hotel, Hampton Inn and Suites. The Area of Potential Effects (APE) consists of the horizontal and vertical limits of a project and includes the area within which significant impacts or adverse effects to Historical Resources or Historic Properties could occur as a result of the project. The APE is defined for projects subject to regulations implementing Section 106 (federal law and regulations). For projects subject to the California Environmental Quality Act (CEQA), the term Project Area is used rather than APE. For the purpose of this document, the terms Project Area and APE are interchangeable.

The horizontal APE consists of all areas where activities associated with a project are proposed and in the case of the current Project, equals the Project Area subject to environmental review under the National Environmental Policy Act (NEPA) and CEQA. This includes areas proposed for construction, vegetation removal, grading, trenching, stockpiling, staging, paving, and other elements described in the official project description. The horizontal APE is illustrated on Figure 1 [of the CRIR] and also represents the survey coverage area. It measures approximately 550 feet in length by 400 feet in width.

The vertical APE is described as the maximum depth below the surface to which excavations for project foundations and facilities will extend. Therefore, the vertical APE includes all subsurface areas where archaeological deposits could be affected. The subsurface vertical APE varies across the Project, depending on construction activities. This study assumes the depth of ground disturbance will not exceed six feet, and therefore, review of geologic and soils maps was necessary to determine the potential for buried archaeological sites that cannot be seen on the surface.

<sup>72</sup> Tulare County 2012, Goals and Policies Report. Tulare County General Plan Update 2030. Page 8-5.

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf>

<sup>73</sup> Ibid. 8-5.

<sup>74</sup> Op. Cit. 8-6.

<sup>75</sup> “Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers” (CRIR or Report). Page 4. June 2020. Prepared by ECORP Consulting, Inc. and included in Attachment “C” of this Initial Study.

The vertical APE is also described as the maximum height of structures that could impact the physical integrity and the integrity of the setting of cultural resources, including districts and traditional cultural properties. The current study assumes the above-surface vertical APE will not exceed 60 feet above the surface, which is assumed to be the height of the hotel.”<sup>76</sup> It is noted that in the zone where the proposed Project is located the maximum height allowed is 75 feet

#### Environmental Setting as described in the Report

As described in the Report, “The Project Area is located in a rural residential and commercial center in the unincorporated community of Three Rivers along Sierra Drive/Highway [SR] 198. This area is in the foothills of the Sierra Nevada at the edge of the San Joaquin Valley. Three Rivers is in the Kaweah River canyon, the gateway to the entrance to Sequoia and Kings Canyon National Parks. The Project Area is along the southern bank of the Kaweah River, which is 200 feet west, and is approximately five miles northeast of Kaweah Lake. Highway [SR] 198 separates the Project Area land from the Kaweah River. Elevations range from 755 to 765 feet above mean sea level”<sup>77</sup>

The CRIR also describes the geology; soils; vegetation and wildlife; regional pre-contact history (approximately 10,000 before the present); local pre-contact history and ethnology, generally the Native American history of the area; regional history (generally European exploration and settlement, Mexican and, American history) and; proposed Project area history.<sup>78</sup> Additional historical context is provided in Item 18 Tribal Cultural Resources of this Initial Study.

#### Records Search Results

Consultant undertook a records search with the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) at California State University, Bakersfield on May 18, 2020 (SSJVIC, included in the Report). As indicated in the Report, “The purpose of the records search was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the proposed Project location, and whether previously documented pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist within this area.”<sup>79</sup>

“In addition to the official records and maps for archaeological sites and surveys in Tulare County, the following historic references were also reviewed: Historic Property Data File for Tulare County (OHP 2012); The National Register Information System (NPS 2020b); Office of Historic Preservation, California Historical Landmarks (OHP 2020); California Historical Landmarks (OHP 1996 and updates); California Points of Historical Interest (OHP 1992 and updates); Directory of Properties in the Historical Resources Inventory (1999); Caltrans Local Bridge Survey (Caltrans 2019); Caltrans State Bridge Survey (Caltrans 2018); and Historic Spots in California (Kyle 2002). Other references examined include a RealQuest Property Search and historic General Land Office (GLO) land patent records (Bureau of Land Management [BLM] 2020).”<sup>80</sup> Historic maps reviewed include: 1870 BLM GLO Plat map for Township 17 South Range 28 East; 1885 BLM GLO Plat map for Township 17 South Range 28 East; 1892 Tulare County, California Map (published by Thos. H. Thompson, page 046, Sequoia National Park 3, Kaweah); 1957 USGS Kaweah, California topographic quadrangle map (15-minute scale); 1986 USGS Kaweah, California topographic quadrangle map (1:62,500 scale); and 1986 photo revised 1994 USGS Kaweah, California topographic quadrangle map (1:24,000 scale).<sup>81</sup> Historic aerial photos taken in 1955, 1989, 2005, 2009, 2010, and 2012 were also reviewed for any indications of property usage and built environment.<sup>82</sup>

#### Native American Consultation (See Item 17 Tribal Cultural Resources of this Initial Study)

Lastly, it is noted that due to the sensitive nature of confidential information contained in the Report, it will not be readily available to the public; however, Tulare County will allow access to the Report within legal limitations.

### **Regulatory Setting**

#### ***Federal***

<sup>76</sup> Ibid. 1. June 2020.

<sup>77</sup> Op. Cit. 4.

<sup>78</sup> Op. Cit. 4-12.

<sup>79</sup> Op. Cit. 12-13.

<sup>80</sup> Op. Cit. 13.

<sup>81</sup> Op. Cit.

<sup>82</sup> Op. Cit.

## The National Historic Preservation Act

“The Advisory Council on Historic Preservation (ACHP) is an independent federal agency with the primary mission to encourage historic preservation in the government and across the nation. The National Historic Preservation Act (NHPA), which established the ACHP in 1966, directs federal agencies to act as responsible stewards when their actions affect historic properties. The ACHP is given the legal responsibility to assist federal agencies in their efforts and to ensure they consider preservation during project planning. The ACHP serves as the federal policy advisor to the President and Congress; recommends administrative and legislative improvements for protecting the nation’s diverse heritage; and reviews federal programs and policies to promote effectiveness, coordination, and consistency with national preservation policies. A key ACHP function is overseeing the federal historic preservation review process established by Section 106 of the NHPA. Section 106 requires federal agencies to consider the effects of projects, carried out by them or subject to their assistance or approval, on historic properties and provide the ACHP an opportunity to comment on these projects prior to a final decision on them.”<sup>83</sup>

Although cultural resources are protected by several federal regulations, the project applicant is not requesting federal funding and does not require any permits from any federal agencies.

## *State*

### California State Office of Historic Preservation (OHP)

“The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission.”<sup>84</sup>

“OHP's responsibilities include: Identifying, evaluating, and registering historic properties; Ensuring compliance with federal and state regulatory obligations; Encouraging the adoption of economic incentives programs designed to benefit property owners; Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California.”<sup>85</sup>

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

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.<sup>86</sup>

As mentioned in the CRIR, the use of both federal and state regulatory requirements apply to the proposed Project. “To meet the regulatory requirements of this Project, this cultural resources investigation was conducted pursuant to the provisions for the treatment of cultural resources contained within Section 106 of the National Historic Preservation Act (NHPA) and in CEQA (Public Resources Code [PRC] § 21000 et seq.) The goal of NHPA and CEQA is to develop and maintain a high-quality environment that serves to identify the significant environmental effects of the actions of a proposed project and to either avoid or mitigate those significant effects where feasible. CEQA pertains to all proposed projects that require State or local government agency approval, including the enactment of zoning ordinances, the issuance of conditional use permits, and the approval of development project maps. The NHPA pertains to projects that entail some degree of federal funding or permit approval.

The NHPA and CEQA (Title 54 U.S. Code [USC] Section 100101 et seq. and Title 14, California Code of Regulations [CCR], Article 5, § 15064.5) apply to cultural resources of the historical and pre-contact periods. Any project with an effect that may cause a substantial adverse change in the significance of a cultural resource, either directly or indirectly, is a project that may have a significant effect on the environment. As a result, such a project would require avoidance or mitigation of impacts to those affected resources. Significant cultural resources must meet at least one of four criteria that define eligibility for listing on either the California

<sup>83</sup> Advisory Council on Historic Preservation. [https://www.achp.gov/sites/default/files/documents/2019-10/AboutTheACHPFactSheet2019\\_100319.pdf](https://www.achp.gov/sites/default/files/documents/2019-10/AboutTheACHPFactSheet2019_100319.pdf)

<sup>84</sup> State of California. Office of Historic Preservation. Mission and Responsibilities. [http://ohp.parks.ca.gov/?page\\_id=1066](http://ohp.parks.ca.gov/?page_id=1066)

<sup>85</sup> Ibid.

<sup>86</sup> Office of Historic Preservation. California Register of Historic Places. [http://www.ohp.parks.ca.gov/?page\\_id=21238](http://www.ohp.parks.ca.gov/?page_id=21238)

Register of Historical Resources (CRHR) (PRC § 5024.1, Title 14 CCR, § 4852) or the National Register of Historic Places (NRHP) (36 Code of Federal Regulations [CFR] 60.4). Cultural resources eligible for listing on the NRHP are considered Historic Properties under 36 CFR Part 800 and are automatically eligible for the CRHR. Resources listed on or eligible for inclusion in the CRHR are considered Historical Resources under CEQA.

Tribal Cultural Resources are defined in Section 21074 of the California PRC as sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either included in or determined to be eligible for inclusion in the CRHR, or are included in a local register of historical resources as defined in subdivision (k) of Section 5020.1, or are a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. Section 1(b)(4) of Assembly Bill (AB) 52 established that only California Native American tribes, as defined in Section 21073 of the California PRC, are experts in the identification of Tribal Cultural Resources and impacts thereto. Because ECORP does not meet the definition of a California Native American tribe, this report only addresses information for which ECORP is qualified to identify and evaluate, and that which is needed to inform the cultural resources section of CEQA documents. This report, therefore, does not identify or evaluate Tribal Cultural Resources. Should California Native American tribes ascribe additional importance to or interpretation of archaeological resources described herein, or provide information about non-archeological Tribal Cultural Resources, that information is documented separately in the AB 52 tribal consultation record between the tribe(s) and lead agency, and summarized in the Tribal Cultural Resources section of the CEQA document, if applicable.”<sup>87</sup>

#### Native American Heritage Commission

“The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands, and review current administrative and statutory protections related to these sacred sites.”<sup>88</sup>

#### Tribal Consultation Requirements: AB 52 (Gatto, 2014)

The Public Resources Code has established that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. (Pub. Resources Code, § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact.<sup>89</sup>

#### CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.<sup>90</sup>

- (1) When a Project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).
- (2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
- (3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not

<sup>87</sup> “Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers” (CRIR or Report). Page 3. June 2020. Prepared by ECORP Consulting, Inc. and included in Attachment “C” of this Initial Study.

<sup>88</sup> Native American Heritage Commission. Welcome. <http://nahc.ca.gov/>

<sup>89</sup> Office of Planning and Research. Discussion Draft Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA (May 2015). Page 3.

[http://opr.ca.gov/docs/DRAFT\\_AB\\_52\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/DRAFT_AB_52_Technical_Advisory.pdf)

<sup>90</sup> California Natural Resources Agency. 15064.5. Determining the Significance of Impacts to Archeological and Historical Resources, Section 15064.5(c).

<http://resources.ca.gov/ceqa/guidelines/art5.html>

apply to surveys and site evaluation activities intended to determine whether the Project location contains unique archaeological resources.

- (4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

#### CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:<sup>91</sup>

- (d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the Project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any Items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:
- (1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).
  - (2) The requirements of CEQA and the Coastal Act.
- (e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:
- (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    - (A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
    - (B) If the coroner determines the remains to be Native American:
      1. The coroner shall contact the Native American Heritage Commission within 24 hours.
      2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
      3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  - (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
    - (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
    - (B) The descendant identified fails to make a recommendation; or
    - (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.
- (f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place

#### **Local**

##### Tulare County General Plan 2030 Update

The General Plan has a number of policies that apply to Projects within Tulare County. General Plan policies that relate to the proposed Project are listed as follows:

<sup>91</sup> Ibid.

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-6.1 Evaluation of Cultural and Archaeological Resources* wherein the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards; *ERM-6.2 Protection of Resources with Potential State or Federal Designations* wherein the County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources; *ERM-6.3 Alteration of Sites with Identified Cultural Resources* which states that when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and Mitigation Measures proposed for any impacts the development may have on the resource; *ERM-6.4 Mitigation* which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records; *ERM-6.8 Solicit Input from Local Native Americans* wherein the County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance; *ERM-6.9 Confidentiality of Archaeological Sites* wherein the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts; *ERM-6.10 Grading Cultural Resources Sites* wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq. and; *LU-7.12 Historic Buildings and Areas* wherein the County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas

### Three Rivers Community Plan

Other policies also include the Three Rivers Community Plan's objectives/policies at: *Objective 4.6 Historical, Cultural and Archaeological Resources*: To reserve historical, cultural, and archaeological resources including the Kaweah post office, historical bridges, and Native American cultural resources. *Policies: 4.6.2 Preserve Cultural & Historical Value* to limit to the extent feasible and appropriate development on sites with identified significant cultural or historical value; *4.6.4 ERM-6.3 Alteration of Sites with Identified Cultural Resources* wherein when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource; *4.6.5 ERM-6.4 Mitigation* which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of record; *4.6.6 ERM-6.8 Solicit Input from Local Native Americans* wherein the County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance; *4.6.7 ERM-6.9 Confidentiality of Archaeological Sites* wherein the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts and; *4.6.8 ERM-6.10 Grading Cultural Resources Sites* wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 14, Chapter 3 § 15064.5 et. seq.

**a) - c) Less Than Significant Impact With Mitigation:** Consultant used a variety of accepted methodologies to research/investigate the proposed Project's location in determining presence of Tribal Cultural Resources. As noted in the CRIR, Consultant provided evidence of its personnel's qualifications; a search of records by the Southern San Joaquin Valley Information Center of the California Historical Resources Information System; RealQuest Property Search and historic General Land Office (GLO) land patent records (Bureau of Land Management [BLM]; aerial photos taken in 1955, 1989, 2005, 2009, 2010, and 2012 were also reviewed for any indications of property usage and built environment; Sacred Lands File Search (SLF) by the California Native America Heritage commission (NAHC); contacted the Tulare County Historical society and; an intensive pedestrian survey under the guidance of the Secretary of the Interior's Standards for the Identification of Historic Properties (NPS 1983).

To summarize the findings contained in the CRIR, Consultant concluded, "No cultural resources were identified on the property as a result of the records search and field survey. Therefore, no Historic Properties under Section 106 of the NHPA or Historical Resources under CEQA will be affected by the proposed Project." However, the CRIR conclusions do not eliminate the possibility of subsurface cultural resources, to wit; "Due to the presence of alluvium along the Kaweah River, and given the likelihood of pre-contact archaeological sites located along perennial waterways, the potential exists for buried pre-contact archaeological sites in the Project Area. This potential is considered to be high, as the Kaweah River exhibits significant sinuosity that reflects a meandering

channel over time, which has the potential to bury archaeological sites that were once along the river's edge." To that end, consultant provides recommendation in the event of post-review discovery (see item 5 cultural Resources). The proposed Project is not anticipated to impact human remains, including those interred outside of formal cemeteries.

However, as an abundance of caution, in the unlikely event that subsurface resources or if any previously unknown human remains were encountered during ground disturbing activities, **Mitigation Measures CUL-1 subsets (a) – (c)**, as recommended in the CRIR (pages 22-23), would be implemented thereby reducing the potential level of impact to this resource as less than significant for resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or to a resource consider significant to a California Native American tribe. Therefore, the Project would result in a less than significant impact to this resource.

**Mitigation Measure CUL-1:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

**(a):** If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.

**(b):** If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead federal agency, the lead CEQA agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.

**(c):** If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Tulare County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Therefore, implementation of **Mitigation Measure CUL-1 subsets (a) through (c)** would result in a less than significant impact to this item.

**Cumulative Impact:** As noted earlier, the CRIR study concluded that there are no surface resources within the proposed Project site. **Mitigation Measure CUL -1 subsets (a) through (c)** is included in the event surface or subsurface cultural resources are encountered. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

6.	ENERGY					
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis:

#### Environmental Setting

##### Electricity and Natural Gas Services

Natural gas service within Tulare County is provided by the Southern California Gas Company (SoCal Gas). However, the proposed Project is located in a rural foothill community and natural gas service is not available in the area.

Electrical power service in the project area is provided by Southern California Edison (SCE). SCE provides electric power throughout southern and eastern California, from Mono County south to Riverside County. Electricity for proposed Project demands is available from existing transmission and distribution lines. SCE updates demand projections and ensures that adequate power generation is brought on-line when needed. Similarly, transmission and distribution facilities and substations are continuously expanded or added as needed for power delivery. There are no existing or foreseeable supply constraints that would prevent SCE from meeting the proposed Project's average or peak daily or seasonal demands, and local system improvements would be installed as needed to serve the project based on estimated project loads.

In 2019, SCE provided 80,912.73 gigawatt-hours (GWh) of electricity to its customers (residential and non-residential) across its service area. In the same year, Southern California Gas Company (SoCal Gas) provided a total of 5,424.71 million therms of natural gas to customers (residential and non-residential) across its service area. Within the County, total demand for electrical services was 4,162.20 GWh, and total demand for natural gas services was 299.19 million therms in 2019.<sup>92</sup> Total state and countywide energy demands based on 2019 populations, are provided in **Table 6-1**.

Table 6-1 County, State and Project Energy Demands				
	Natural Gas Usage (therms)		Electricity Energy Demand (MWh)	
	Total Demand	Non-Residential Demand	Total Demand)	Non-Residential Demand
State (2019) <sup>1</sup>	13,158,207,489	8,365,362,587	558,803,760	188,198,815
Tulare County (2019) <sup>1</sup>	299,193,336	unavailable	4,162,198	2,900,514
Proposed Project <sup>2</sup>	---	---	---	850
<sup>1</sup> California Energy Commission. Energy Consumption Database. <a href="http://ecdms.energy.ca.gov/">http://ecdms.energy.ca.gov/</a> . Accessed October 2020. <sup>2</sup> Project natural gas demand provided by CalEEMod estimates and electricity demand provided by applicant based on an existing facility of the same size.				

##### Petroleum-Based Fuels

Overall supplies of transportation fuel in Tulare County are plentiful and reliable. Supplies of imported crude and refined fuels are increasing steadily as in-state petroleum resources decline and refining capacity is maximized. There have been no fuel shortages or vehicles waiting in gas fueling lines in recent years. General tightness of supply (vis-à-vis demand) is reflected in prices at fuel dispensing pumps and there is no evidence at this time to suggest that such shortages will occur in the foreseeable future.

<sup>92</sup> California Energy Commission. Energy Consumption Database. <http://ecdms.energy.ca.gov/>. Accessed March 2018

## Regulatory Setting

### *Federal*

#### Energy Policy Act of 2005

The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under the Act, consumers and businesses can obtain federal tax credits for purchasing fuel efficient appliances and products, including buying hybrid vehicles, building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

### *State*

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

Assembly Bill 32 (Health and Safety Code Sections 38500–38599; AB 32), also known as the California Global Warming Solutions Act of 2006, commits the state to achieving year 2000 GHG emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, AB 32 tasked the California Public Utilities Commission (PUC) and CEC with providing information, analysis, and recommendations to the California Air Resources Board (ARB) regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

#### Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California’s GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State’s continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.<sup>93, 94</sup>

#### California Energy Commission

### *Local*

#### Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-4.1 Energy Conservation and Efficiency Measures* wherein the County encourages the use of solar energy, solar hot water panels, and other energy conservation and efficiency features; *ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation* wherein the County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating; *ERM-4.3 Local and State Programs* wherein the County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources; *ERM-4.3 Local and State Programs* wherein the County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources and; *AQ-3.5 Alternative Energy Design* wherein the County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible.

#### Three Rivers Community Plan Update<sup>95</sup>

The Three Rivers Community Plan Update contains policies that apply to projects within the community of Three Rivers that support the County’s GHG reduction efforts: *Policy 4.1.11 Climate Action Plan (CAP)* which requires a 6% reduction of GHG emissions

<sup>93</sup> California Legislative Information. [https://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB32](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32). Accessed October 2020.

<sup>94</sup> California Legislative Information. [https://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160AB197](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB197). Accessed October 2020.

<sup>95</sup> Three Rivers Community Plan 2018 Update.

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/130Part%20III%20Community%20Plans%20%20of%207/007Three%20Rivers/COMMUNITY%20PLAN%20GPA%2014-004%20THREE%20RIVERS.pdf>.

for development projects consisting of 50 or more dwelling units or equivalent travel demand for non-residential uses; and *Policy 6.2.2 (Link Commercial Development to Transportation Corridors)* which requires commercial development to locate in areas with adequate access to major transportation corridors.

- a) **No Impact:** The proposed Project will not have a direct or cumulative impact, or create wasteful, inefficient, or unnecessary consumption of energy resources during project construction-related activities or operations.

During construction, the proposed Project would involve the use and consumption of non-renewable building materials such as concrete, metals, and plastics. Nonrenewable resources and energy would also be consumed in the manufacturing and transportation of building materials, as well as grading and construction for the project. Operation of the proposed Project will consume energy in the form of electricity and propane for multiple purposes including building heating and cooling, lighting, appliances, and electronics. Energy in the form of gasoline and diesel fuel will be used for private vehicles and delivery trucks that will travel to the proposed Project. Use of nonrenewable materials and energy sources represents an irretrievable commitment of resources. The proposed Project includes features that would reduce the commitment of nonrenewable resources, including: energy-efficiency and water conservation features and mitigation measures (see measures GHG-1 and GHG-2) in project design. Furthermore, the proposed Project will not result in new traffic as it is intended to provide additional services for visitors to the Project area, thereby capture existing vehicle trips. As visitors will have the opportunity to lodge within the community of Three Rivers, there will be fewer vehicle miles traveled to the nearest communities for lodging. As such, vehicle fuel consumption will be reduced. Therefore, the proposed Project will have a less than significant impact resulting from energy consumption.

- b) **No Impact:** The proposed Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The proposed Project is consistent with the Tulare County General Plan, the Three Rivers Community Plan and the Tulare County Climate Action Plan. These three plans contain policies intended to assist the County in achieving its goals for energy consumption and conservation goals. Therefore, the proposed Project will have no impact regarding this resource.

**Cumulative Impact:** There are no other hotel (or motel) or other development proposals within the vicinity of the proposed Project or within the community of Three Rivers. The proposed Projects is consistent with the Tulare County General Plan, Three Rivers Community Plan, and the Tulare County CAP. The proposed Project would contribute to adverse impacts on energy resource demand and conservation when considering the cumulative impact of concurrently planned projects; however, like the proposed Project, new development projects are required to comply with local, regional, state, and federal policies designed to reduce wasteful energy consumption, and improve overall energy conservation and sustainability. For instance, all projects involving the development of new buildings must be designed to conform to CALGreen and the 2019 California Energy Code. Furthermore, the proposed Project would reduce the overall VMT thereby having a net positive benefit resulting from reduction in transportation fuel consumption within the County. Therefore, the proposed Project will have a less than significant impact on energy resources.

7.		GEOLOGY/SOILS				
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication No. 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### **Analysis:**

#### **Environmental Setting**

##### Geology & Seismic Hazards

“Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the county, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the county are part of the Central Valley Province, underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains. The foothill area of the county is essentially a transition zone, containing old alluvial soils that have been dissected by the west-flowing rivers and streams that carry runoff from the Sierra Nevada Mountains. This gently rolling topography is punctured in many areas by outcropping soft bedrock. The native mountain soils are generally quite dense and compact.

"Earthquakes are typically measured in terms of magnitude and intensity. The most commonly known measurement is the Richter Scale, a logarithmic scale which measures the strength of a quake. The Modified Mercalli Intensity Scale measures the intensity of an earthquake as a function of the following factors:

- Magnitude and location of the epicenter;
- Geologic characteristics;
- Groundwater characteristics;
- Duration and characteristic of the ground motion;
- Structural characteristics of a building.”<sup>96</sup>

“Topography within the Three Rivers area is quite varied - from relatively flat areas immediately adjacent to the north, south and middle fork of the Kaweah River to very rugged, mountainous terrain particularly at the southern end of South Fork Drive. Elevations within the UDB range from approximately 3,500 feet to the South Fork of Kaweah watershed to 900 feet near Lake Kaweah.”<sup>97</sup>

##### Faults

“Faults are the indications of past seismic activity. It is assumed that those that have been active most recently are the most likely to be active in the future. Recent seismic activity is measured in geologic terms. Geologically recent is defined as having occurred

<sup>96</sup> Tulare County. Three Rivers Community Plan 2018 Update. Pages 116-117. Tulare County Board of Supervisors Resolution Nos. 2018-81 thru -84.

<sup>97</sup> Ibid 73.

within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered "potentially active."<sup>98</sup>

"Although a number of faults have been located along the western edge of the Sierra Nevada Mountains, none are known to be active."<sup>99</sup> "There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- San Andreas Fault. The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west to Tulare County lies the "Central California Active Area," where many earthquakes have originated.
- Owens Valley Fault Group. The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- Clovis Fault. The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, is classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts."<sup>100</sup>

### Groundshaking

"Groundshaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population.

The San Joaquin Valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in this area will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake.

In 1973, five counties within the Southern San Joaquin Valley undertook the preparation of the Five County Seismic Safety Element to assess seismic hazards. The Five County Seismic Safety Element projects that with the maximum probable earthquake of a magnitude 8 to 8.5 centered along the San Andreas Fault, "relatively low levels of shaking should be expected in the eastern and central parts of the San Joaquin Valley." The eastern portion of the county is composed of four "Sierran Zones," the boundaries of which are determined by the predicted effects of the maximum probable earthquake on the Owens Valley Fault. Since the mountains are underlain primarily by granitic rock, these zones tend to experience very low levels of groundshaking. However, most of the people residing in these zones do not live on the hard rock. Instead, residences tend to be built in alluvial valleys or the weathered and decomposed zones in the meadows or foothills. These areas will experience stronger groundshaking intensities. Characteristics within the microzones may vary greatly; thus, groundshaking potential in the Sierran zones is more accurately analyzed on a site-by-site basis.

Older buildings constructed before current building codes were in effect, and even newer buildings constructed before earthquake resistance provisions were included in the current building codes, are most likely to suffer damage in an earthquake. Most of Tulare County's buildings are no more than one or two stories in height and are of wood frame construction, which is considered the most structurally resistant to earthquake damage. Older masonry buildings (without earthquake-resistance reinforcement) are the most susceptible to structural failure, which causes the greatest loss of life. The State of California has identified unreinforced masonry buildings (URMs) as a safety issue during earthquakes. In high risk areas (Bay Area) inventories and programs to mitigate this issue

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<sup>98</sup> Op. Cit. 117

<sup>99</sup> Op. Cit.

<sup>100</sup> Op. Cit.

are required. Because Tulare County is not a high risk area, state law only recommends that programs to retrofit URM's are adopted by jurisdictions."<sup>101</sup>

### Liquefaction

"Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged groundshaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are low to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. Scientific studies have shown that the ground acceleration must approach 0.3g before liquefaction occurs in a sandy soil with relative densities typical of the San Joaquin alluvial deposits. Liquefaction during major earthquakes has caused severe damage to structures on level ground as a result of settling, tilting, or floating. Such damage occurred in San Francisco on bay-filled areas during the 1989 Loma Prieta earthquake, even though the epicenter was several miles away. If liquefaction occurs in or under a sloping soil mass, the entire mass may flow toward a lower elevation, such as that which occurred along the coastline near Seward, Alaska during the 1964 earthquake. Also of particular concern in terms of developed and newly developing areas are fill areas that have been poorly compacted. No specific countywide assessments to identify liquefaction hazards have been performed in Tulare County. Areas where groundwater is less than 30 feet below the surface occur primarily in the San Joaquin Valley portion of the County. However, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3g acceleration or greater are located in a small section of the Sierra Nevada Mountains along the Tulare-Inyo County boundary. However, the depth to groundwater in such areas is greater than in the valley, which would minimize liquefaction potential as well. Detailed geotechnical engineering investigations would be necessary to more accurately evaluate liquefaction potential in specific areas and to identify and map the areal extent of locations subject to liquefaction."<sup>102</sup>

### Settlement

"Settlement can occur in poorly consolidated soils during groundshaking. During settlement, the soil materials are physically rearranged by the shaking and result in reduced stabling alignment of the individual minerals. Settlement of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial soils, or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water, but evidence due to groundshaking is not available. Fluctuating groundwater levels also may have changed the local soil characteristics. Sufficient subsurface data is lacking to conclude that settlement would occur during a large earthquake; however, the data is sufficient to indicate that the potential exists in Tulare County."<sup>103</sup>

### Soils

"According to the Central Soils Map of Tulare County, Three Rivers (see Figure 19 of the Three Rivers Community Plan 2018 Update) is comprised of three soil classes: Class VI, Class VII, and Class VIII, all of which are not suitable for cultivation, but are suitable for pasture, rangelands, grazing and wildlife."<sup>104</sup> As noted in the *Biological Resources Assessment for the Hampton Inn and Suite Three River Project*, "According to the Web Soil Survey (NRCS 2020a), there are two soil units mapped within the Study Area: (1-5) Blasingame sandy loam, 9 to 15 percent slopes and (164) Tujunga sand (Figure 3 [in the Assessment]). Natural Resources Conservation Soil Types). Neither of these soil units are considered hydric (NRCS 2020b)"<sup>105</sup>

### Landslides

"Landslides are a primary geologic hazard and are influenced by four factors:

- Strength of rock and resistance to failure, which is a function of rock type (or geologic formation);
- Geologic structure or orientation of a surface along which slippage could occur;
- Water (can add weight to a potentially unstable mass or influence strength of a potential failure surface); and,
- Topography (amount of slope in combination with gravitation forces).

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<sup>101</sup> Op. Cit. 118.

<sup>102</sup> Op. Cit. 118.

<sup>103</sup> Op. Cit. 118.

<sup>104</sup> Op. Cit. 121.

<sup>105</sup> "Biological Resources Assessment for the Hampton Inn and Suite Three River Project". Page15. August 2020. Prepared by ECORP Consulting Inc.

Tulare County has three geologic environments: the valley, foothills, and mountains. The range in topography between these three areas presents a range of landslide hazards. As of June 2009, the California Geological Survey had not developed landslide hazard identification maps for Tulare County. However, it is reasonable to assume that certain areas in Tulare County are more prone to landslides than others. Such areas can be found in foothill and mountain areas where fractured and steep slopes are present (as in the Sierra Nevada Mountains), where less consolidated or weathered soils overlie bedrock, or where inadequate ground cover accelerates erosion. Erosion and slumping of soils can also occur along bluffs along the Kaweah, Kings, and Tule Rivers.”<sup>106</sup>

### Wastewater Treatment

Community Service Districts (CSDs) are formed to provide a permanent form of governance that can provide locally adequate levels of public facilities and services to residents and property owners within their jurisdictional boundaries.”<sup>107</sup>

According to the Tulare County LAFCO, “The Three Rivers CSD is located approximately 11.7 miles east of the City of Woodlake. The District’s jurisdictional boundaries encompass a 5,937 acre area that is spread out along Highway 198. The District was formed in 1973 (LAFCO Resolution 73-036, LAFCO Case 459). The District’s Active Powers include:

1. Preparation of project reports for sewer systems
2. Trash pick up
3. Monitoring of potable water sources
4. Monitoring of individual septic systems.”<sup>108</sup>

“The services provided by the District are limited to monitoring the water quality of sources throughout district boundaries. The ultimate gauge of efficiency for this service is whether widespread degradation of water quality occurs within district boundaries. LAFCO found no record of water quality degradation in the Three Rivers area. It is determined that there are adequate controls in place for accountability and efficiency of service provision, given the limited scope of district services.”<sup>109</sup>

“Currently, there is not a collective community sewage disposal or sewage treatment plant serving Three Rivers; therefore, residential densities will be lower than if a community system were present. The primary method of sewage treatment is by means of individual sewage disposal systems consisting of septic tanks and leach fields. Due to peculiar geology and hydrology, the entire area is not well suited for the installation of conventional septic systems. Management Disposal District was formed on April 25, 1979 by the Community Services District. The purpose of the CSD is to improve water quality by repairing failing septic systems and requiring property owners within the boundaries of the Community Services District to properly maintain their systems”<sup>110</sup>

“During the site evaluation for each new or replacement system, a percolation test and highest anticipated depth to groundwater must be conducted. Based on the determined percolation rate, the minimum depth of groundwater below the bottom of the leaching trench, and the native soil depth immediately below the leaching trench, shall not be less than described in Table 32- Tier 1 Minimum Depths to Groundwater and Minimum Soil Depth from the Bottom of the Dispersal System below [in the Three Rivers Community Plan]. Table 32- Tier 1 Minimum Depths to Groundwater and Minimum Soil Depth from the Bottom of the Dispersal System below [in the Three Rivers Community Plan].”<sup>111</sup> Engineered septic systems in the Three Rivers UDB will be reviewed and [must be] approved by the Tulare County Environmental Health Services prior to installation.”<sup>112</sup>

As contained in the Three Rivers Community Plan 2018 Update, “New onsite wastewater treatment systems in the Three River Community will be subject to Tier 1- Low Risk New or Replacement [Onsite Wastewater Treatment Systems] OWTS requirements. The Three Rivers Community is not located near any bodies of water deemed "impaired" by the SWRCB, therefore Tier 3 regulations will not apply. New and Replacement OWTS sites require a qualified professional to perform site evaluations for soil depth, highest anticipated groundwater levels within the dispersal field, percolation tests, and proper permits through the respective permitting agencies. A licensed General Engineering Contractor (Class A), General Building Contractor (Class B), Sanitation System Contractor (Specialty Class C-42), or Plumbing Contractor (Specialty Class C-36) shall install all new and replacement systems in

<sup>106</sup> Tulare County General Plan 2030 Update. Background Report. Page 8-10. Accessed October 2020 at:

<http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf>

<sup>107</sup> Tulare County LAFCO. 2011. Page 1-1. Group 4 Municipal Service Reviews. <http://lafco.co.tulare.ca.us/lafco/index.cfm/msr/group-4-msrs/>

<sup>108</sup> Ibid. 9-1

<sup>109</sup> Op. Cit. 9-5

<sup>110</sup> Tulare County. Three Rivers Community Plan 2018 Update. Pages 139-140.

<sup>111</sup> Ibid. 148.

<sup>112</sup> Tulare County Health and Human Services Agency, 2017. Requirements for Submission of Engineered Sewage Disposal Systems.

accordance with California Business and Professions Code Sections 7056, 7057, and 7058 and Article 3, Division 8, Title 16 of the California Code of Regulations.”<sup>113</sup>

Tier 1 Low Risk New or Replacement OWTS also requires the following:

- 5 feet minimum setback from parcel property lines and structures;
- 100 feet minimum setback from water wells and monitoring wells;
- 100 feet minimum setback from any unstable land mass or areas subject to earth slides;
- 100 feet minimum setback from springs and flowing surface water bodies;
- 200 feet minimum setback from vernal pools, wetlands, and the high water mark of lakes and reservoirs;
- 150 feet minimum setback from public water wells where the depth of effluent dispersal system does not exceed 10 feet;
- Percolation test results shall not exhibit a flow rate greater than one minute per inch (1 MPI) or slower than one hundred twenty minutes per inch (120 MPI) in the effluent disposal area
- Natural ground slope in all areas used for effluent disposal shall not exceed 25 percent;
- Expected influent flow not to exceed 3,500 gallons per day;
- Minimum twelve inches (12") soil cover on all gravity dispersal systems;
- Minimum six inches (6") soil cover on all pressure distribution systems;
- 100% replacement area available for future use;
- Dispersal systems shall not exceed 10 feet as measured from the ground surface to the bottom of the trench.

#### Paleontological Resources

Paleontological resources comprise of fossils – the remains or traces of once living organisms preserved in sedimentary deposits – together with the geologic context in which they occur. Sedimentary deposits include unconsolidated or semi consolidated “soils” or sedimentary rocks. Most fossil remains are the preserved hard parts of plants or animals, and include bones and/or teeth of once living vertebrate animals, shells or body impressions of invertebrate animals, and impressions or carbonized or mineralized parts of plants (e.g. “petrified wood”). Trace fossils include preserved footprints, trackways, and burrows of prehistoric animals and root marks created by plants.

Fossils are scientifically important as they provide the only available direct evidence of the anatomy, geographic distribution, and paleoecology of organisms of the past. Scientific studies based on fossils and comparisons between them continue to refine details of the basic history of life. In conjunction with physical geologic investigations, the use of fossils as indicators of geologic time and ancient environments also contributes to understanding of the physical history of the earth, the distribution of mineral resources, dynamics of earth processes, and past climatic changes.

#### REGULATORY SETTING

##### *Federal*

None that apply to the Project.

##### *State*

##### California Building Code

“The California Building Code is another name for the body of regulations known as the California Code of Regulations (C.C.R.), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable.”<sup>114</sup>

##### Alquist-Priolo Earthquake Fault Zoning Act

“The Alquist- Priolo Earthquake Fault Zoning Act (formerly the Alquist- Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate

<sup>113</sup> Tulare County. Three Rivers Community Plan 2018 Update. Pages 147-148.

<sup>114</sup> Tulare County. Three Rivers Community Plan 2018 Update. Draft Environmental Impact Report. Page. 3.6-11.

development on or near active fault traces to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces.”<sup>115</sup>

#### California Department of Transportation (Caltrans)

“Caltrans has developed roadway design standards including those for seismic safety. Consideration of earthquake hazards in roadway design is detailed in the Highway Design Manual published by Caltrans (2006). Modifications to local highways and roads would be required to adhere to Caltrans engineering standards to minimize settlement.”<sup>116</sup>

#### State Water Resources Control Board and Regional Water Quality Control Board

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

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

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

#### *Local*

#### Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the Project include: *HS-1.2 Development Constraints* wherein the County shall permit development only in areas where the potential danger to the health and safety of people and property can be mitigated to an acceptable level; *HS-1.3 Hazardous Lands* wherein the County shall designate areas with a potential for significant hazardous conditions for open space, agriculture, and other appropriate low intensity uses; *HS-1.5 Hazard Awareness and Public Education* wherein the County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures; *HS-1.11 Site Investigations* wherein the County shall conduct site investigations in areas planned for new development to determine susceptibility to landslides, subsidence/settlement, contamination, and/or flooding; *HS-2.1 Continued Evaluation of Earthquake Risks* wherein the County shall continue to evaluate areas to determine levels of earthquake risk; *HS-2.4 Structure Siting* The wherein the County shall permit development on soils sensitive to seismic activity permitted only after adequate site analysis, including appropriate siting, design of structure, and foundation integrity; *HS-2.7 Subsidence* wherein the County shall confirm that development is not located in any known areas of active subsidence; *HS-2.8 Alquist-Priolo Act Compliance* wherein The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones; *WR-2.2 NPDES Enforcement* wherein the County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board; *WR-2.3 Best Management Practices* wherein the County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board; and *WR-2.4 Construction Site Sediment Control* wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites.

<sup>115</sup> Ibid.

<sup>116</sup> Tulare County. Tulare County General Plan 2030 Update. Background Report. Page. 8-4; California DOT, 2017. Highway Design Manual. <http://www.dot.ca.gov/hq/opdp/hdm/hdmtoc.htm>

### Three Rivers Community Plan

In addition to the above-noted General Plan Policies, the Three Rivers Community Plan includes policy 5.3.4 wherein a development project provide adequate wastewater collection and treatment capacity for existing and planned development in Three Rivers that is within the boundaries of the UDB. New development is subject to Onsite Wastewater Treatments Systems (OWTS) Ordinance Code of Tulare County as follows: sections 7-01-1320 through 7-01-1740 regarding minimum lot size, set back, and testing requirements for onsite wastewater treatment systems under the local agency management program (LAMP).

### Five County Seismic Safety Element (FCSSE)

The FCSSE report represents a cooperative effort between the governmental entities within Fresno, Kings, Madera, Mariposa and Tulare Counties to develop an adoptable Seismic Safety Element as required by State law. Part I, the Technical Report, is designed to be used when necessary to provide background for the Summary document. Part II, the Summary Report, establishes the framework and rationale for evaluation of seismic risks and hazards in the region. Part II of the Seismic Safety Element, the Policy Report, has been prepared as a “model” report designed to address seismic hazards as delineated in the Technical Report. The intent has been to develop a planning tool for use by county and city governments in implementing their seismic safety elements. The planning process utilized to develop the Element was developed through the efforts of Technical and Policy Committees, composed of both staff and elected representatives from Cities, Counties, and Special Districts or Areawide Planning Organizations in cooperation with the consulting firms of Envicom Corporation and Quinton-Redgate.<sup>117</sup>

- a) **Less Than Significant Impact:** According to the Tulare County General Plan, the planning area lies in the S-1 seismic study area, characterized by a relatively thin section of sedimentary rock overlying a granitic basement.

The S-1 seismic zone, which is characterized by hard to moderately hard granite or metamorphic rock. The distance to either of the faults expected to be a should of shaking is sufficiently great that shaking should be minimal and the requirements of the Uniform Building Code Zone II should be adequate for normal activities.<sup>118</sup>

The distance to area faults i.e. the Clovis Group, Pond-Poso, and San Andreas, expected sources of significant shaking, is sufficiently great that shaking effects should be minimal.

- i) *Fault Rupture:* No substantial faults are known to occupy Tulare County according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation. The nearest known faults likely to affect the Project site are the San Andreas Fault (approximately 40 miles to the Tulare County’s western border). As noted above, the Five County Seismic Safety Element (FCSSE), the proposed Project site is located in the S-1 zone, which is characterized by hard to moderately hard granite or metamorphic a rock. The distance to either of the faults is sufficiently great that shaking should be minimal and the requirements of the Uniform Building Code Zone II should be adequate for normal activities.

Therefore, as noted earlier, no Alquist-Priolo Earthquake Fault Zones or known active faults are in or near the Project area. As such, the risk of rupture of a known earthquake fault will be less than significant.

- ii) *Ground Shaking:* The Project area is located in a seismic zone which is sufficiently far from known faults and consists primarily of a stable geological formation. Any impacts regarding strong seismic ground shaking have been discussed in Impact VI-a-i. As such, the impact due to ground shaking would be less than significant.
- iii) *Ground Failure and Liquefaction:* The proposed Project site is located in the Five County Seismic Safety Element’s S-1 zone, and therefore has a low risk of liquefaction. No subsidence-prone soils or oil or gas production is involved with the proposed Project. The any impacts will be less than significant.
- iv) *Landslides:* The proposed Project is located in the Five County Seismic Safety Element’s S-1 zone and therefore will have a minimal risk of landslides. As the proposed Project is located on an S-1 zone it likely consists of hard rock, alluvium on a valley floor, with thick sections of weathered bedrock<sup>119</sup>, is situated on relatively flat topography, and there are no geologic landforms on or near the site that could result in a landslide event. Therefore, there is no risk of landslides within or near

<sup>117</sup> *Five County Seismic Safety Element. Fresno, Kings, Madera, Mariposa, & Tulare Counties.* 1974. Pages 4-7. Prepared by Envicom Corporation.

<sup>118</sup> *Five County Seismic Safety Element - Fresno, Kings, Madera, Mariposa & Tulare Counties. Summary of Seismic Hazards & Safety Recommendations.* 1974. Page 16  
Prepared by Envicom Corporation. Available upon request at the Tulare County RMA office.

<sup>119</sup> *Ibid.* 3.

the Project area.

- b) **Less Than Significant Impact:** Site construction-related activities will include trenching, earthmoving, pouring concrete, grading, building construction typical of a hotel structure. These activities could expose soils to erosion processes. The extent of erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. The site has very little slope (i.e., a slight grade from west to east) and will have a flat topography after grading. As stated earlier, the relatively flat nature of the site reduces the need for grading which would be generally limited to access roads, parking, and the hotel structure itself. Any soils removed from these areas would likely be redistributed around and retained elsewhere on the proposed Project site. Beyond grading, soil disturbance would occur in association with trenching for emplacement of plumbing, electrical, and storm water drainage conduits.

To prevent water and wind erosion during the construction period, a Storm Water Pollution Prevention Plan (SWPPP) will be developed for the proposed Project as required for all projects which disturb more than one acre. As part of the SWPPP, the applicant will be required to provide erosion control measures to protect the topsoil. Any stockpiled soils will be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction. In addition, depending upon activity, the Project would be subject to Air District Rules Rule 8021 (construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities) for construction and earthmoving activities; 8031 (Bulk Materials) which limits fugitive dust emissions from the outdoor handling, storage, and transport of bulk materials (such as topsoil); 8041 (Carryout and Trackout) which requires prevention and/or cleanup of soil that is tracked out by vehicle tires exiting the site or carried out by vehicles exiting the site; 8051 (Open Areas) requiring stabilization of areas cleared of vegetation in anticipation of construction-related activities; and 8071 (Unpaved Vehicle/Equipment Traffic Areas) to limit fugitive dust emissions from unpaved vehicle and equipment traffic areas within the Project's construction-related areas. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction period are not anticipated.

As such, the proposed Project would not result in substantial soil erosion or loss of thereby the impact by the proposed Project would result in a less than significant impact.

- c) **No Impact:** Substantial grade change will not occur in the topography to the point where the proposed Project will expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, liquefaction or collapse. As noted earlier, the proposed Project is located in the Five County Seismic Safety Element's S-1 zone, as such, the proposed Project site has a low to no risk of subsidence or liquefaction. Therefore, the proposed Project would result in no impact.
- d) **No Impact:** According to the USDA, NRCS, and the Soil Survey of Tulare County, the proposed Project site contains The Project site itself consists of Blasingame sandy loam and Tujunga soils. The Blasingame series soils consists of moderately deep, well drained, medium to very rapid runoff, moderately slow permeability soils that formed in material weathered from basic igneous rocks. Blasingame soils are on foothills and uplands at elevations of 400 to 5,000 feet and have slopes of 2 to 75 percent. The mean annual precipitation is about 18 inches.<sup>120</sup> Therefore, the native soils identified on the site do not contain the characteristics of an expansive soil. The Tujunga series consists of very deep, somewhat excessively drained soils that formed in alluvium from granitic sources. Tujunga soils are on alluvial fans and floodplains, including urban areas, above 1,500 feet in elevation. Slopes range from 0 to 12 percent. The mean annual precipitation is about 17.75 inches.<sup>121</sup> As such, based upon the soil types where the proposed Project would be located, the Project would result in no impact and would not create substantial direct or indirect risks to life or property.
- e) **Less Than Significant Impact:** The proposed Project would include the installation or use of septic tanks or other alternative waste water disposal systems. The applicant will be required to comply with Tulare County General Plan policies, Three Rivers Community Plan policies, Regional Water Quality Control Board requirements, and must also receive approval by the Tulare County Health and Human Services Agency. As such, the proposed Project would result in a less than significant impact
- f) **Less Than Significant Impact:** There are no known paleontological resources within the proposed Project area, nor are there any known geologic features in the proposed Project area. Project construction will not be anticipated to disturb any paleontological resources not previously disturbed; however, **Mitigation Measure CUL-1 subsets (a) through (c)**, as specified in Item 5 Cultural Resources (as applicable), will ensure that any impact will be less than significant.

<sup>120</sup> USDA. Official Series Description - Blasingame Series. Accessed October 2020 at: [https://soilseries.sc.egov.usda.gov/OSD\\_Docs/B/BLASINGAME.html](https://soilseries.sc.egov.usda.gov/OSD_Docs/B/BLASINGAME.html)

<sup>121</sup> Ibid. Official Series Description - Tujunga Series. Accessed October 2020 at: [https://soilseries.sc.egov.usda.gov/OSD\\_Docs/T/TUJUNGA.html#:~:text=The%20Tujunga%20series%20consists%20of%20very%20deep%2C%20somewhat,mean%20annual%20temperature%20is%20about%2018%20degrees%20C.](https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html#:~:text=The%20Tujunga%20series%20consists%20of%20very%20deep%2C%20somewhat,mean%20annual%20temperature%20is%20about%2018%20degrees%20C.)

**Cumulative Impact:** As noted earlier, the CRIC study concluded that there are no surface resources within the proposed Project site. Mitigation Measures **CUL-1 subsets (a) through (c)** are included in the event surface or subsurface cultural resources are encountered. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

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

**Analysis:**

The proposed Project will result in Less Than Significant Impacts to Greenhouse Gases (GHG). The “Air Quality & Greenhouse Gas Assessment Three Rivers Hampton Inn and Suites Project” (GHG Report) was prepared by ECORP Consulting, Inc. (Consultant) in July 2020 (updated October 2020) which is included as Attachment “A” of this Initial Study. The GHG Report is used as the basis for determining that, based on the evidence/documentation and the expertise of qualified Consultant, the proposed Project will result in a less than significant impact.

**Environmental Setting**

“An increase in the near surface temperature of the earth. Global warming has occurred in the distant past as the result of natural influences, but the term is most often used to refer to the warming predicted to occur as a result of increased emissions of greenhouse gases. Scientists generally agree that the earth’s surface has warmed by about 1 degree Fahrenheit in the past 140 years, but warming is not predicted evenly around the globe. Due to predicted changes in the ocean currents, some places that are currently moderated by warm ocean currents are predicted to fall into deep freeze as the pattern changes.” “The warming of the earth’s atmosphere attributed to a buildup of CO<sub>2</sub> or other gases; some scientists think that this build-up allows the sun’s rays to heat the earth, while making the infra-red radiation atmosphere opaque to infrared radiation, thereby preventing a counterbalancing loss of heat. Ibid. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern is that increases in GHGs are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. The gases believed to be most responsible for global warming are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>).” “Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO<sub>2</sub> and methane are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF<sub>6</sub> is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.” “Some of the potential resulting effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CARB, 2006). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas; o Increase of heat index over land areas; and

- More intense precipitation events.”<sup>122</sup>

“Snowpack and snowmelt may also be affected by climate change. Much of California’s precipitation falls as snow in the Sierra Nevada and southern Cascades Mountain ranges, and snowpack represents approximately 35 percent of the state’s useable annual water supply.”<sup>123</sup> “The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended.”<sup>124</sup> As air temperatures increase due to climate change, the water stored in California’s snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.”<sup>125</sup>

“In 2007, Tulare County generated approximately 5.2 million tonnes of Carbon Dioxide Equivalent (CO<sub>2</sub>e). The largest portion of these emissions (63 percent) is attributed to dairies/feedlots, while the second largest portion (16 percent) is from mobile sources, the third largest portion (11%) is from electricity sources.”<sup>126</sup> “Table 6-7 [of the Background Report, **Table GHG-1** in this Initial Study] identifies Tulare County’s emissions by sector in 2007.”<sup>127</sup>

In 2030, Tulare County is forecast to generate approximately 6.1 million tonnes of CO<sub>2</sub>e. The largest portion of these emissions (59%) is attributed to dairies/feedlots, while the second largest portion (20%) is from mobile sources, and third largest portion (11%) is from electricity as shown on Table 6-8 [of the Background Report, **Table GHG-2** in this Initial Study]. Per capita emissions in 2030 are projected to be approximately 27 tonnes of CO<sub>2</sub>e per resident.”<sup>128</sup>

The Tulare County General Plan contains the following: Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO<sub>2</sub> and methane are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF<sub>6</sub> is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.<sup>129</sup>

<b>Table GHG-1</b>		
<b>GHG Emissions by Sector in 2007</b>		
Sector	CO <sub>2</sub> e (tons/year)	% of Total
Electricity	542,690	11%
Natural Gas	321,020	6%
Mobile Sources	822,230	16%
Dairy/Feedlots	3,294,870	63%
Solid Waste	227,250	4%
Total	5,208,060	100%
<i>Per Capita</i>	<i>36.1</i>	
<i>Source: Tulare County General Plan 2030 Update Background Report. Page 6-31</i>		

<sup>122</sup> Op. Cit.

<sup>123</sup> Op. Cit. 8-85.

<sup>124</sup> Op. Cit.

<sup>125</sup> Op. Cit.

<sup>126</sup> Op. Cit. 6-36.

<sup>127</sup> Op. Cit. 6-38.

<sup>128</sup> Op. Cit.

<sup>129</sup> Op. Cit. 6-31.

<b>Table GHG-2</b> <b>GHG Emissions by Sector in 2030</b>		
Sector	CO <sub>2</sub> e (tons/year)	% of Total
Electricity	660,560	11%
Natural Gas	384,410	6%
Mobile Sources	1,212,370	20%
Dairy/Feedlots	3,601,390	59%
Solid Waste	246,750	4%
Total	6,105,480	100%
<i>Per Capita</i>	<i>27.4</i>	
<i>Source: Tulare County General Plan 2030 Update Background Report. Page 6-31</i>		

## Regulatory Setting

### *Federal*

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

The United States Environmental Protection Agency (USEPA) Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO<sub>2</sub>-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO<sub>2</sub>, CH<sub>4</sub>, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not proposed regulations based on this finding.

### *State*

#### California Environmental Quality Act (CEQA) Requirements

##### Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

- “(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
- (1) Quantify greenhouse gas emissions resulting from a project; and/or
  - (2) Rely on a qualitative analysis or performance based standards.
- (b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
  - (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
  - (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 151835(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.
- (c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.”<sup>130</sup>

#### Executive Order S-3-05

“In 2005, in recognition of California’s vulnerability to the effects of climate change, Governor Schwarzenegger issued Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry, and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the Executive Order, the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state (Climate Action Team, 2006).”<sup>131</sup>

#### Assembly Bill 32: California Global Warming Solutions Act of 2006

“In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

The bill also requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The bill authorizes CARB to adopt market-based compliance mechanisms. The bill additionally requires the state board to monitor compliance with and enforce any rule, regulation, order, emission limitation,

<sup>130</sup> California Environmental Quality Act (CEQA). Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions.

<sup>131</sup> Tulare County General Plan 2030 Update Background Report (at Climate Action Team Report to Governor Schwarzenegger and the Legislature). 6-21 to 6-22.

emissions reduction measure, or market-based compliance mechanism adopted by the state board, pursuant to specified provisions of existing law. The bill also authorizes CARB to adopt a schedule of fees to be paid by regulated sources of GHG emissions. Because the bill requires CARB to establish emissions limits and other requirements, the violation of which would be a crime, this bill would create a state-mandated local program.

Under AB 32, by June 30, 2007, CARB was to identify a list of discrete early action GHG reductions that will be legally enforceable by 2010. By January 1, 2008, CARB was also to adopt regulations that will identify and require selected sectors to report their statewide GHG emissions. By January 1, 2011, CARB must adopt rules and regulations to achieve the maximum technologically feasible and cost-effective reductions in GHG reductions. CARB is authorized to enforce compliance with the program that it develops.”<sup>132</sup>

#### Senate Bill 97

“Governor Schwarzenegger signed Senate Bill (SB) 97 (Sutton), a CEQA and GHG emission bill, into law on August 24, 2007. SB 97 requires the Governor’s Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. OPR must prepare these guidelines and transmit them to the Resources Agency by July 1, 2009. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions. The Resources Agency must then certify and adopt the guidelines by January 1, 2010. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by CARB pursuant to the Global Warming Solutions Act, scheduled for 2012.

The OPR published a Technical Advisory in June of 2008 that is an “informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents” to serve in the interim until guidelines are established pursuant to SB 97 (OPR, 2008). This Advisory recommends that CEQA documents include quantification of estimated GHG emissions associated with a proposed project and that a determination of significance be made. With regard to significance the Advisory states that “lead agencies must determine what constitutes a significant impact. In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a “significant impact”, individual lead agencies may undertake a project-by-project analysis, consistent with the available guidance and current CEQA practice”.<sup>133</sup>

The amendments required by SB 97 were adopted by the California Natural Resources Agency (CNRA) and became effective on March 18, 2010. In late 2018, the CNRA finalized amendments to the CEQA Guidelines, including changes to CEQA Guidelines Section 15064.4 (cited above), which addresses greenhouse gas analysis. These amendments became effective on December 28, 2018.<sup>134</sup>

#### Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO’s Regional Transportation Plan (RTP). CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO’s SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG emission reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.<sup>135</sup>

#### Executive Order B-30-15

On April 20, 2015 Governor Edmund (Jerry) Brown, Jr., signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor’s EO aligns California’s GHG reduction targets with those of leading international

<sup>132</sup> Ibid. 6-22 to 6-23.

<sup>133</sup> Op. Cit. (at Technical Advisory – CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review). 6-26 to 6-27.

<sup>134</sup> Governor’s Office of Planning and Research. CEQA and Climate Change. <https://opr.ca.gov/ceqa/climate-change.html#:~:text=Those%20amendments%20became%20effective%20on,analysis%20of%20greenhouse%20gas%20emissions>. Accessed October 2020.

<sup>135</sup> Senate Bill 375 (Steinberg). [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=200720080SB375](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375). Accessed October 2020.

governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2°C, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.<sup>136</sup>

#### Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.<sup>137, 138</sup>

#### Senate Bill X1-2 of 2011, Senate Bill 350 of 2015, and Senate Bill 100 of 2018

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California.

In October 2015, SB 350 (Clean Energy and Pollution Reduction Act of 2015) was signed by Governor Brown, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

In 2018, SB 100 (The 100 Percent Clean Energy Act of 2018) was signed by Governor Brown, codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.<sup>139, 140, 141</sup>

#### 2019 Building Energy Efficiency Standards

The Building and Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence, and climate change issues. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 standards are a major step toward meeting Zero Net Energy. Single-family homes built with the 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards and nonresidential buildings will use about 30 percent less energy (due mainly to lighting upgrades). The most significant efficiency improvement to the residential Standards include the introduction of photovoltaic into the perspective package, improvements for attics, walls, water heating and lighting. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. These new standards apply only to certain nonresidential building types, as specified in the requirements.<sup>142</sup>

#### California Air Resources Board Scoping Plan

"The CARB published a *Climate Change Scoping Plan* in December 2008 (CARB, 2008c) that outlines reduction measures to lower the state's GHG emissions to meet the 2020 limit. The *Scoping Plan* "proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save

<sup>136</sup> Office of Governor Edmund G. Brown Jr. <https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html>. Accessed October 2020.

<sup>137</sup> California Legislative Information. [https://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB32](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32). Accessed October 2020.

<sup>138</sup> California Legislative Information. [https://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160AB197](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB197). Accessed October 2020.

<sup>139</sup> California Legislative Information. [http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb\\_0001-0050/sbx1\\_2\\_bill\\_20110412\\_chaptered.html](http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_0001-0050/sbx1_2_bill_20110412_chaptered.html). Accessed October 2020.

<sup>140</sup> California Legislative Information. [https://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB350](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350). Accessed October 2020.

<sup>141</sup> California Legislative Information. [https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180SB100](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB100). Accessed October 2020.

<sup>142</sup> California Energy Commission. [https://www.energy.ca.gov/sites/default/files/2020-03/Title\\_24\\_2019\\_Building\\_Standards\\_FAQ\\_ada.pdf](https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf). Accessed October 2020.

energy, create new jobs, and enhance public health”. Key elements for reducing California’s GHG emissions to 1990 levels by 2020 include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State’s long-term commitment to AB 32 implementation.”<sup>143</sup>

#### California Air Pollution Control Officers Association

The California Association of Air Pollution Control Officers (CAPCOA) represents all thirty-five local air quality agencies throughout California. CAPCOA, which has been in existence since 1975, is dedicated to protecting the public health and providing clean air for all our residents and visitors to breathe, and initiated the Greenhouse Gas Reduction Exchange.<sup>144</sup>

“In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a “white paper” on evaluating GHG emissions under CEQA (CAPCOA, 2008). The CAPCOA white paper strategies are not guidelines and have not been adopted by any regulatory agency; rather, the paper is offered as a resource to assist lead agencies in considering climate change in environmental documents.”<sup>145, 146</sup> In August 2010, CAPCOA issued a report as a tool to support local governments in the quantification of GHG emission reductions achieved through implementation of various GHG mitigation strategies. This paper was intended as a resource, not a guidance.<sup>147</sup>

“The Greenhouse Gas Reduction Exchange (GHG Rx) is a registry and information exchange for greenhouse gas emissions reduction credits designed specifically to benefit the state of California. The GHG Rx is a trusted source of locally generated credits from projects within California, and facilitates communication between those who create the credits, potential buyers, and funding organizations.”<sup>148</sup> “[CAPCOA’s GHG Rx] mission is to provide a trusted source of high quality California-based greenhouse gas credits to keep investments, jobs, and benefits in-state, through an Exchange with integrity, transparency, low transaction costs and exceptional customer service.”<sup>149</sup>

#### **Local**

#### San Joaquin Valley Unified Air Pollution Control District (Air District or SJVAPCD)

“The San Joaquin Valley Air District is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies.”<sup>150</sup> “The San Joaquin Valley Air Pollution Control District is made up of eight counties in California’s Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the San Joaquin Valley Air Basin portion of Kern.”<sup>151</sup> The Air District has prepared its guidance document, “*Guidance for Assessing and Mitigating Air Quality Impacts*” (GAMAQI), to assist Lead Agencies in assessing project specific impact

<sup>143</sup> Tulare County General Plan 2030 Update Background Report (at Climate Change Scoping Plan). Pages 6-27 to 6-28.

<sup>144</sup> California Air Pollution Control Officers Association. Home page. <http://www.capcoa.org/>. Accessed October 2020.

<sup>145</sup> Tulare County General Plan 2030 Update Background Report (at California Air Pollution Control Officers Association) Page 6-28.

<sup>146</sup> CAPCOA’S white paper, “CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act”, is available online at <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>.

<sup>147</sup> CAPCOA’S report, Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures”, is available online at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

<sup>148</sup> California Air Pollution Control Officers Association. CAPCOA GHG Rx. <http://www.capcoa.org/ghg-rx/>. Accessed October 2020.

<sup>149</sup> CAPCOA. Greenhouse Gas Reduction Exchange (GHG Rx). <http://www.ghgrx.org/>. Accessed October 2020.

<sup>150</sup> San Joaquin Valley Air Pollution Control District. About the District. [http://www.valleyair.org/General\\_info/aboutdist.htm#Mission](http://www.valleyair.org/General_info/aboutdist.htm#Mission). Accessed October 2020.

<sup>151</sup> Ibid.

on air quality and resulting from greenhouse gases.<sup>152</sup> The Air District's significance thresholds and guidance for evaluation are provided below.

"As presented in Figure 6 (Process of Determining Significance of Greenhouse Gas Emissions) [of the GAMAQI], the policy provides for a tiered approach in assessing significance of project specific GHG emission increases.

- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the Lead Agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the Lead Agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement Best Performance Standards (BPS).
- Projects implementing BPS would not require quantification of project specific GHG emissions. Consistent with CEQA Guideline, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.
- Projects not implementing BPS would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business as Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.

The District guidance for development projects also relies on the use of BPS. For development projects, BPS includes project design elements, land use decisions, and technologies that reduce GHG emissions. Projects implementing any combination of BPS, and/or demonstrating a total 29 percent reduction in GHG emissions from business-as-usual (BAU), would be determined to have a less than cumulatively significant impact on global climate change."<sup>153</sup>

"On December 17, 2009, the District's Governing Board adopted the District Policy: *Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency* [GHG Policy]. The District's Governing Board also approved the guidance document: *Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA* [GHG Guidance]. In support of the policy and guidance document, District staff prepared a staff report: *Addressing Greenhouse Gas Emissions Under the California Environmental Quality Act*. These documents adopted in December of 2009 continue to be the relevant policies to address GHG emissions under CEQA. As these documents may be modified under a separate process, the latest versions should be referenced to determine the District's current guidance at the time of analyzing a particular project."<sup>154, 155, 156</sup>

The Air District's GHG Guidance states, "Projects implementing Best Performance Standards in accordance with this guidance would be determined to have a less than significant individual and cumulative impact on global climate change and would not require project specific quantification of GHG emissions. Projects exempt from the requirements of CEQA, and projects complying with an approved GHG emission reduction plan or mitigation program would also be determined to have a less than significant individual or cumulative impact. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources and have a certified final CEQA document. Projects not implementing BPS would require quantification of project specific GHG emissions. To be determined to have a less than significant individual and cumulative impact on global climate changes, such projects must be determined to have reduced or mitigated GHG emissions by 29%, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Furthermore, quantification of GHG emissions would be expected for all projects for which the lead agency has determined that an Environmental Impact Report is required, regardless of whether the project incorporates Best Performance Standards."<sup>157</sup>

#### Tulare County General Plan 2030 Update

<sup>152</sup> San Joaquin Valley Air Pollution Control District. GAMAQI. March 2015. Website: [http://www.valleyair.org/transportation/GAMAQI\\_12-26-19.pdf](http://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf). Accessed October 2020.

<sup>153</sup> Ibid. GAMAQI. Section 8.9.1. Page 112.

<sup>154</sup> Ibid. Section 8.9. Page 110.

<sup>155</sup> San Joaquin Valley Air Pollution Control District. GHG Policy available at <https://www.valleyair.org/Programs/CCAP/12-17-09/2%20CCAP%20-%20FINAL%20District%20Policy%20CEQA%20GHG%20-%20Dec%2017%202009.pdf>.

<sup>156</sup> Ibid.

<sup>157</sup> Ibid. Section 2. Page 4.

The Tulare County General Plan 2030 Update: Part I, Chapter 9 – Air Quality contains a number of policies that apply to projects within Tulare County that support GHG reduction efforts and which have potential relevance to the Project’s CEQA review: *AQ-1.3 Cumulative Air Quality Impacts* wherein the County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts; *AQ-1.5 California Environmental Quality Act (CEQA) Compliance* wherein the County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonably mitigated when feasible; *AQ-1.7 Support Statewide Climate Change Solutions* wherein the County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies, as appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies; and *AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan* wherein the County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions;

The Tulare County General Plan 2030 Update: Part I, Chapter 8 – Environmental Resources Management contains a number of policies that apply to projects within Tulare County that encourage energy conservation and thereby support the County’s GHG reduction efforts and which have potential relevance to the Project’s CEQA review: *ERM-4.1 Energy Conservation and Efficiency Measures* wherein the County shall encourage the use of solar and other energy conservation and efficiency features in new construction in accordance with State law; *ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation* wherein the County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating; *ERM-4.8 Energy Efficiency Standards* wherein the County shall encourage new development to incorporate energy efficiency and conservation measures that exceed State Title 24 standards.

The Tulare County General Plan 2030 Update: Part II, Chapter 3 – Foothill Growth Management Plan contains a number of policies that apply to projects within foothill communities in Tulare County that direct development to selected areas and thereby support GHG reduction efforts and which have potential relevance to the Project’s CEQA review: *FGMP-8.16 Proximity to Transportation* whereby the County shall encourage the concentration of development along major travel routes to allow for future public transportation services and minimize travel distances to frequently used facilities; and *FGMP-8.17 Reduce Vehicle Emissions* whereby the County shall discourage the scattering of development throughout the foothills to reduce vehicular emissions by decreasing home to destination distances.

#### Three Rivers Community Plan Update<sup>158</sup>

The Three Rivers Community Plan Update contains policies that apply to projects within the community of Three Rivers that support the County’s GHG reduction efforts: *Policy 4.1.11 Climate Action Plan (CAP)* which requires a 6% reduction of GHG emissions for development projects consisting of 50 or more dwelling units or equivalent travel demand for non-residential uses; and *Policy 6.2.2 (Link Commercial Development to Transportation Corridors)* which requires commercial development to locate in areas with adequate access to major transportation corridors.

#### Tulare County Climate Action Plan

“The County of Tulare (County) adopted the Tulare County Climate Action Plan (CAP) in August 2012. The CAP includes provisions for an update when the State of California Air Resources Board (CARB) adopts a Scoping Plan Update that provides post-2020 targets for the State and an updated strategy for achieving a 2030 target. Governor Brown signed Senate Bill (SB) 32 on September 8, 2016 which contains the new 2030 target. The CARB 2017 Scoping Plan Update for the Senate Bill (SB) 32 2030 targets was adopted by the CARB on December 14, 2017 which provided new emission inventories and a comprehensive strategy for achieving the 2030 target (CARB 2017a). With the adoption of the 2017 Scoping Plan, the County proceeded with the 2018 CAP Update that is provided in this document. The 2018 CAP Update incorporates new baseline and future year inventories to reflect the latest information and updates the County’s strategy to address the SB 32 2030 target. The 2030 target requires the State to reduce emissions by 40 percent below 1990 levels from the 2017 Scoping Plan and County data. The CAP identifies the County’s fair share of reductions required to maintain consistency with the State target.”<sup>159</sup>

The CAP was updated in 2018 to include “... emission reduction targets for the years 2020 and 2030 to match AB 32 and SB 32 targets and General Plan buildout. The CAP addresses sources under the jurisdiction and influence of Tulare County. The target is

<sup>158</sup> Three Rivers Community Plan 2018 Update.

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/130Part%20III%20Community%20Plans%20%20of%207/007Three%20Rivers/COMMUNITY%20PLAN%20GPA%2014-004%20THREE%20RIVERS.pdf>.

<sup>159</sup> Ibid. 1.

based on forecasts of development activity from California DOF population projections. The mobile source reductions are based on the development being consistent with the goals, policies, and implementation measures in the General Plan, and the TCAG Blueprint Vision. The 2030 target uses the same approach as was used for the 2020 target.”<sup>160</sup> The CAP states, “The 2018 CAP Update includes an additional method of determining project consistency with the CAP and 2030 targets. Projects subject to CEQA review could use a checklist containing design features and measures that are needed to determine consistency. Large projects (500-unit subdivisions and 100,000 square feet of retail or equivalent intensity for other uses) and new specific plans should provide a greenhouse gas analysis report quantifying GHG emissions to demonstrate that the project emissions are at least 31 percent below 2015 levels by 2030 or 9 percent below BAU emissions in 2030. These are the amounts currently required from development related sources to demonstrate consistency with SB 32 2030 targets. Smaller projects may also prepare a GHG analysis report if the checklist is not appropriate for a particular project or is deemed necessary by the project proponent or County staff. The GHG analysis should incorporate as many measures as possible from the CalEEMod mitigation component as described in Table 15 [of the 2018 CAP Update] and can take credit for 2017 Scoping Plan measures that have not been incorporated into CalEEMod but that will be adopted prior to 2030 such as 50 percent RPS.”<sup>161</sup>

**a) Less Than Significant Impact:** The Air District’s GHG Guidance for Land Use Agencies states that projects exempt from the requirements of CEQA and projects complying with an approved GHG emission reduction plan or mitigation program would also be determined to have a less than significant individual or cumulative impact. The GHG Guidance also states that GHG emission quantification is required for any project requiring the preparation of an Environmental Impact Report (EIR). The proposed Project is an allowed use by right under the Tulare County General Plan and the emissions associated with the proposed development has been adequately addressed in the EIR prepared for the Three Rivers Community Plan Update. As such, the proposed Project is not subject to further CEQA requirements; however, the County has determined that an EIR will be prepared. Therefore, the GHG emissions resulting from the proposed Project have been quantified for disclosure purposes consistent with Air District guidance.

“Project GHG emissions were quantified using CalEEMod, version 2016.3.2. Project construction generated GHG emissions were primarily calculated using CalEEMod model defaults for Tulare County and the Project site plans. Operational GHG emissions were calculated based on the Project site plans, the estimated weekend traffic trip generation rates from VRPA Technologies, Inc. (2020), and the CalEEMod default traffic trips for Tulare County for weekday traffic trips. The Project is anticipated to generate 860 additional one-way vehicle trips per day on Saturdays, 625 additional one-way vehicle trips per day on Sundays, and 858 additional one-way vehicle trips per day on weekdays. The traffic fleet mix defaults contained in the CalEEMod model are based on the average fleet mix of Tulare County.”<sup>162</sup>

“Project GHG emissions were quantified for disclosure purposes. The Tulare County CAP does not require quantification of emissions for projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses. The Proposed Project would include approximately 72,000 square feet of commercial hotel space, and this is less intense than the threshold requiring GHG emissions quantification. However, [pursuant to Air District guidance] the anticipated GHG emissions for the Project are quantified for disclosure purposes. The GHG emissions represent Project emissions prior to implementation of mitigation measures GHG-1 and GHG-2 (explained below), as the specific energy use offset from these measures cannot be determined until the scale and specifications of the renewable energy generation and electric vehicle (EV) charging are known.”<sup>163</sup>

### Construction

“Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 3.2 [in the GHG Report, **Table GHG-3** in this Initial Study] illustrates the specific construction generated GHG emissions that would result from construction of the Project.”<sup>164</sup>

Table GHG-3. Construction-Related Greenhouse Gas Emissions	
Emissions Source	CO <sub>2</sub> e (Metric Tons/Year)
Year One Construction (2021)	420

<sup>160</sup> Op. Cit.

<sup>161</sup> Op. Cit. 73.

<sup>162</sup> ECORP. GHG Report. Page 37.

<sup>163</sup> Ibid.

<sup>164</sup> Op. Cit. 38.

Year Two Construction (2022)	126
<b>Total Emissions</b>	<b>546</b>
<i>Source: GHG Report, Table 3-2, Page 38 (see Attachment "A") of this Initial Study.</i>	

“As shown in Table 3.2 [in the GHG Report, **Table GHG-3** in this Initial Study], Project construction would result in the generation of approximately 546 metric tons of CO<sub>2</sub>e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. The amortized construction emissions are added to the annual average operational emissions.”<sup>165</sup>

### Operations

“Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use. Long-term operational GHG emissions attributable to the Project are identified in Table 3-3 [in the GHG Report, **Table GHG-4** in this Initial Study].”<sup>166</sup>

<b>Table GHG-4 Operational-Related GHG Emissions</b>	
<b>Emissions Source</b>	<b>CO<sub>2</sub>e (Metric Tons/Year)</b>
Construction Emissions (amortized over the 30-year life of the Project)	18
Area Source Emissions	0
Energy Source Emissions	295
Mobile Source Emissions	842
Solid Waste Emissions	31
Water Emissions	6
<b>Total Emissions</b>	<b>1,175</b>
<i>Source: GHG Report, Table 3-3, Page 38 (see Attachment "A") of this document</i>	

“As shown in Table 3.3 [in the GHG Report, **Table GHG-4** in this Initial Study], Project operations would result in the generation of approximately 1,175 metric tons of CO<sub>2</sub>e annually.”<sup>167</sup>

The proposed Project is an allowed use by right under the Tulare County General Plan and the emissions associated with the proposed development has been adequately addressed in the EIR Furthermore, as discussed in Item b) the proposed Project is consistent with the Tulare County CAP. Therefore, the proposed Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed Project would result in a less than significant impact to this resource.

- b) Less Than Significant Impact:** The Air District’s GHG Guidance for Land Use Agencies states that projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions would be determined to have a less than significant individual and cumulative impact for GHG emissions. The proposed Project is consistent with the Tulare County General Plan and as discussed below, the proposed Project is consistent with Tulare County CAP.

“The Tulare County CAP (2018) is a strategic planning document that identifies sources of GHG emissions within the County, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic policies and actions to reduce emissions from the development project subject to CEQA. The GHG-reduction strategies in the Plan build key opportunities prioritized by County staff and members of the public.

To be consistent with the CAP, development projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses can use the CAP consistency checklist. The checklist contains design features and measures that are used to determine consistency. The overarching CAP consistency requirements for all projects are outlined in Table 3-4 [in the GHG Report, **Table GHG-5** of this Initial Study].”<sup>168</sup>

<sup>165</sup> Op. Cit.

<sup>166</sup> Op. Cit.

<sup>167</sup> Op. Cit.

<sup>168</sup> Op. Cit. 38-39.

Table GHG-5. CEQA Project Requirements for Consistency with CAP	
Item	Project Compliance?
Project helps to meet the density goals from the Tulare Blueprint	Yes
Consistency with General Plan policies	Yes
Consistency with Rural Valley Land Plans or Foothill Growth Management Plan development criteria	Yes
Consistency with Urban Growth Boundary expansion criteria	Yes
Consistency for development within Rural Community Urban Development Boundaries (UDB) and Hamlet Development Boundaries HDB, and Legacy Development Boundaries (LDB)	Yes
Source: GHG Report, Table 3-4, Page 39 (see Attachment "A") of this document	

"The Project would comply with all applicable General Plan policies intended to reduce GHG emissions. The Project site in the community of Three Rivers and is covered by the Foothill Growth Management Plan of the 2030 General Plan (County of Tulare 2012). The Project would not conflict with the applicable policies of the Foothill Growth Management Plan. Furthermore, the Project would comply with the Land Use and Urban Policies of the 2030 General Plan. Finally, for the Project to be approved for development by the County of Tulare they would require the Project to meet the development requirements as they pertain to Rural Community Urban Development Boundaries and/or Hamlet Development Boundaries. The Project site is located within the Three Rivers Urban Development Boundary depicted within the 2030 General Plan. In addition, the Project is consistent with the 2009 Tulare County Regional Blueprint goals and objectives.

Furthermore, both the existing and the projected GHG inventories in the CAP were derived based on the land use designations and associated densities defined in the County's General Plan. The Proposed Project is consistent with the land use designation and development density presented in the General Plan. As previously stated, the Project site is designated by the 2030 General Plan as Urban Development Boundaries (zoned for commercial use). Since the Project is consistent with the General Plan, it is consistent with the urban development types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by the County to develop the CAP.

A more detailed review for compliance with CAP measures is required to ensure that a project is doing its part in reducing emissions. Table 3-5 [in the GHG Report, **Table GHG-6** of this Initial Study] provides a checklist containing all applicable measures that will provide reductions necessary to achieve CAP consistency."<sup>169</sup>

Table GHG-6. CAP Consistency Checklist (Applicable to the Project)		
CAP Measure	Compliance	Project Compliant Prior to Mitigation
Land Use: Project is consistent with the Tulare County General Plan policies listed in the CAP applicable to GHG emissions and sustainability.	Review for compliance during project review process.	Yes
Energy Efficiency: Project complies with current version of Title 24	Provide copy of the Title 24 Report demonstrating compliance with the applicable standards with Building Permit application.	Yes
Renewable Energy: Project includes solar panels or other alternative energy source meeting County Solar Ordinance or new Title 24 standards whichever is more stringent.	Include solar on building plans and provide Title 24 compliance reports with Building Permit applications.	No
EV Charging: Project meets charging installation/charging ready requirements of the CalGreen Code.	Include charging in building plans.	No
CalGreen Building Code Water: Project complies with indoor and outdoor water conservation measures.	Provide copy of report showing code compliance.	Yes
Water Conservation Landscaping:	Project complies with County water conservation ordinance requirements for landscaping.	Yes
Source: GHG Report, Table 3-5, Page 40 (see Attachment "A") of this document		

"As shown in Table 3-4 [in the GHG Report, **Table GHG-5** of this Initial Study], the Project is consistent with the applicable General Plan Policies. In addition, the Project is required by California state law to meet the Title 24 energy efficiency requirements, comply with the CALGreen Building Water Code (California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations), and meet the California Model Water Efficient Landscape Ordinance (MWELO) requirements. Furthermore, the County mandates that applicable codified County standards are met by the Project and will

<sup>169</sup> Op. Cit. 39

enforce the implementation of these standards as a condition of approval. During the design review process, the County will mandate that the Project not only meets state MWELo standards, but complies with the specific requirements of the County water conservation ordinance requirements for landscaping. The County will also review the trash enclosure design to ensure solid waste pick-up is feasible and will ensure the Project meets the CalRecycle requirements. Further, the County must verify the Project is consistent with the General Plan policies, and the County requires all feasible GHG-reducing strategies of the CAP are incorporated into projects and their permits through development review and application of conditions of approval as applicable.

As shown in Table 3-5 [in the GHG Report, **Table GHG-6** of this Initial Study], the Project Preliminary Concept Design does not specify that the Project design includes EV charging and a renewable energy source. As such, mitigation measures GHG-1 and GHG-2 are required to for the Project to be consistent with the CAP. <sup>170</sup>

“Mitigation Measures

**GHG-1** The Project must provide an onsite renewable energy system(s). The Project shall include solar panels or other alternative energy source meeting the County Solar Ordinance or new Title 24 standards, whichever is more stringent. The onsite renewable energy system(s) must be installed as part of the construction process and be functional upon commencement of Project operation. The Project Proponent must include solar on building plans and provide Title 24 compliance reports with Building Permit applications to the County.

*Timing/Implementation:* During the construction period

*Monitoring/Enforcement:* County of Tulare Planning and Building Department

**GHG-2** The Project shall meet the charging installation/charging ready requirements of the CALGreen Code. The Project Proponent shall include EV charging accommodations as specified in the CALGreen Code in building plans for review and approval by the County, prior to commencement of Project construction.

*Timing/Implementation:* During the construction period

*Monitoring/Enforcement:* County of Tulare Planning and Building Department

Following implementation of mitigation measures GHG-1 and GHG-2, the Project would be consistent with the Tulare County CAP for the purpose of meeting 2030 GHG emission reduction targets in compliance with SB 32.<sup>171</sup>

The proposed Project is consistent with the Tulare County General Plan and the Three Rivers Community Plan. With the implementation of mitigation measures GHG-1 and GHG-2 the proposed is consistent with the requirements of the Tulare County CAP. Therefore, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. As such, the proposed Project would result in a less than significant impact to this resource.

**Cumulative Impact:** Project-related GHG emissions would be considered to have a significant cumulative impact if project-specific impacts are determined to be significant. As previously noted, the proposed Project is required to comply with the Tulare County General Plan, Three Rivers Community Plan, and Tulare County CAP and is therefore, consistent with the reduction targets for years 2020 and 2030. As the proposed Project would result in Less Than Significant Project-specific Impacts, Less Than Significant Cumulative Impacts would also occur.

9.		HAZARDS AND HAZARDOUS MATERIALS:				
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>170</sup> Op. Cit. 40.

<sup>171</sup> Op. Cit. 40-41.

b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Analysis:

#### Environmental Setting

The proposed Project is a 3-story hotel which will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and outdoor swimming pool/cabana building. Consistent with Tulare County parking requirements, the proposed Project includes 108 standard parking stalls (6 of which will be handicap stalls). Utilities include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration). The proposed Project is anticipated to have 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for a total of 168 daily vehicle trips.

The proposed Project site is located in unincorporated community of Three Rivers in Tulare County (County), California, approximately thirty miles east of Visalia, the County Seat. The nearest city is Woodlake located approximately 15 miles west of the Project site. The community is approximately five miles south of the entrance of Sequoia National Park. It lies in a natural valley area created by the convergence of the North, Middle, and South Forks of the Kaweah River near the western edge of the Sierra Nevada Mountains.<sup>172</sup> “The Project area is located in the Sierra foothills on the western slope of the Sierra Nevada range at elevations between 700 and 3,000 feet. Geophysical factors including elevation, slope, hydrogeology and climate... This area is typified by undulating terrain that varies from relatively flat riparian valleys immediately adjacent to the North, South, and Middle Forks of the Kaweah River...Elevations along the State Highway 198 corridor range from approximately 772 feet at Lake Kaweah to a high elevation of 2400 feet east of the entrance to the Sequoia National Park.”<sup>173</sup>

“The mild climate in Three Rivers is generally characterized as Mediterranean. The area tends to be clear, sunny, warm, dry and free of fog. The mean temperatures range from a low of 35° F in January to a high of 95° F in July. The average yearly rainfall for

<sup>172</sup> Tulare County. Three Rivers Community Plan 2018 Update. Draft Environmental Impact Report. Page. 3.8-2.

<sup>173</sup> Ibid.

the area is approximately 18 inches with 90 percent of the precipitation falling between the months of November and April. The winds in the area are considered light, moving up the canyons in the mornings and down the canyons in the evening.”<sup>174</sup>

The nearest airport, Woodlake Airport (City of Woodlake) is approximately 16 miles west of the proposed Project site. Solid waste collection in the Three Rivers area is provided by Mid Valley Disposal (the current solid waste hauler) which has a license with the County of Tulare. Solid waste generated in Three Rivers is disposed of at Visalia Landfill (which is operated by the Tulare County Solid Waste Department and is located at 22466 Road 80, near Visalia).

#### Hazardous Waste Shipments Originating Within Tulare County

“A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).”<sup>175</sup>

Similarly, hazardous wastes are defined as “[m]aterials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3).”<sup>176</sup>

In 2017 (most recent year of data), the California Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System (HWTS) manifest data reports that approximately 1,494 tons of hazardous waste was transported from all categories of generators in Three Rivers; versus 2,314.42 tons in 2016 (an anomalous year where 2,309.58 tons of the total tonnage were attributed to clean-up of a contaminated soils site).<sup>177</sup>

The nearest elementary (Three Rivers Elementary School) is located in Three Rivers approximately 1.5 miles north of the Project site; while the nearest high school (Woodlake High School) is approximately 17 miles west of the Project site in the City of Woodlake.

#### **Regulatory Setting**

##### ***Federal***

“The Hazardous Material Transportation Act (HMTA) was published in 1975. Its primary objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous material in commerce by improving the regulatory and enforcement authority of the Secretary of Transportation. A hazardous material, as defined by the Secretary of Transportation is, any “particular quantity or form” of a material that “may pose an unreasonable risk to health and safety or property.”<sup>178</sup>

#### Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

“CERCLA, commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities with the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. Additionally, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases

<sup>174</sup> Tulare County. Three Rivers Community Plan 2018 Update. Page 73.

<sup>175</sup> Tulare County. Tulare County General Plan 2030 Update. Background Report 2010/ Page 8-26. Accessed October 2020 at: <http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf>.

<sup>176</sup> Ibid.

<sup>177</sup> DTSC, 2017 and 2016; accessed October 2020 at: [https://hwts.dtsc.ca.gov/hwts\\_Reports/ReportPages/Report07.aspx?year=2017&NbrRecs=All&sort=WASTE\\_STATE\\_CODE&city=THREE%20RIVERS&county=NULL&cupa=NULL](https://hwts.dtsc.ca.gov/hwts_Reports/ReportPages/Report07.aspx?year=2017&NbrRecs=All&sort=WASTE_STATE_CODE&city=THREE%20RIVERS&county=NULL&cupa=NULL) and [http://hwts.dtsc.ca.gov/hwts\\_Reports/ReportPages/Report07.aspx?year=2016&NbrRecs=All&sort=TOTAL\\_TONS&city=THREE%20RIVERS&county=NULL&cupa=NULL](http://hwts.dtsc.ca.gov/hwts_Reports/ReportPages/Report07.aspx?year=2016&NbrRecs=All&sort=TOTAL_TONS&city=THREE%20RIVERS&county=NULL&cupa=NULL); respectively.

<sup>178</sup> U.S. EPA. Hazardous Materials Transportation Act. Accessed October 2020 at: <https://archive.epa.gov/emergencies/content/lawsregs/web/html/hmtaover.html#overview>.

and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List, a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.”<sup>179</sup>

#### Superfund Amendments and Reauthorization Act (SARA)

“SARA amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to \$8.5 billion, expanded EPA’s response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System to ensure that the system accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the National Priorities List (NPL).”<sup>180</sup>

#### ***State***

##### Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 et seq. (HSAA)

“This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the states 10 percent share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the EPA’s ranking system may be placed on the California Superfund list of hazardous wastes requiring cleanup.”<sup>181</sup>

##### California Environmental Protection Agency (CalEPA), Department of Toxic Substance Control (DTSC)

“Cal/EPA has regulatory responsibility under Title 22 of the California Code of Regulations (CCR) for administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The DTSC is responsible for regulating hazardous waste facilities and overseeing the cleanup of hazardous waste sites in California. The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement and Unified Program activities. HWMP maintains the EPA authorization to implement the [Resource Conservation and Recovery Act] RCRA program in California, and develops regulations, policies, guidance and technical assistance/ training to assure the safe storage, treatment, transportation and disposal of hazardous wastes. The State Regulatory Programs Division of DTSC oversees the technical implementation of the state’s Unified Program, which is a consolidation of six environmental programs at the local level, and conducts triennial reviews of Unified Program agencies to ensure that their programs are consistent statewide and conform to standards.”<sup>182</sup>

##### California Building Code

CCR Title 24 Chapter 7 (et al) Fire and Smoke Protection “...applies to building materials, systems and/or assemblies used in the exterior design and construction of new buildings located within a Wildland-Urban Interface Fire Area as defined in Section 702A. The purpose of this chapter is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within State Responsibility Areas or any Wildland-Urban Interface Fire Area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses.”<sup>183</sup>

#### ***Local***

##### Tulare County General Plan 2030 Update

<sup>179</sup> Tulare County. Tulare County General 2030 Update. Background Report. 2010. Page 8-27.

<http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf>

<sup>180</sup> Ibid.

<sup>181</sup> Tulare County. 2010. General Plan Background Report. Pages 8-28 – 8-29. Accessed at:

<http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf>

<sup>182</sup> Op. Cit. 8-29.

<sup>183</sup> California Code of Regulations. Title 24 Chapter 7 (et al) Fire and Smoke Protection accessed October 2020 at: <https://up.codes/viewer/california/ca-building-code-2016/chapter/7A/sfm-materials-and-construction-methods-for-exterior-wildfire-exposure#:~:text=WILDLAND-URBAN%20INTERFACE%20FIRE%20AREA%20is%20a%20geographical%20area,to%20be%20at%20a%20significant%20risk%20from%20wildfires>

The Tulare County General Plan 2030 Update (at Chapter 10 – Health and Safety)<sup>184</sup> contains the following goals and policies that relate to hazards and hazardous materials, and which have potential relevance to the Project’s CEQA review: *HS-4.1 Hazardous Materials* wherein the County shall strive to ensure hazardous materials are used, stored, transported, and disposed of in a safe manner, in compliance with local, State, and Federal safety standards, including the Hazardous Waste Management Plan, Emergency Operations Plan, and Area Plan; *HS-4.2 Establishment of Procedures to Transport Hazardous Wastes* wherein the County shall continue to cooperate with the California Highway Patrol (CHP) to establish procedures for the movement of hazardous wastes and explosives within the County; *HS-4.3 Incompatible Land Uses* wherein the County shall prevent incompatible land uses near properties that produce or store hazardous waste; *HS-4.4 Contamination Prevention* wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination; *HS-6.1 New Building Fire Hazards* wherein the County shall ensure that all building permits in urban areas, as well as areas with potential for wildland fires, are reviewed by the County Fire Chief. The following minimum requirements should be met to review developments or uses within areas of varying fire hazards; *HS-6.2 Development in Fire Hazard Zones* wherein the County shall ensure that development in very high or high fire hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable State and County fire standards. *HS-6.4 Encourage Cluster Development* wherein the County shall encourage cluster developments in areas identified as subject to high or very high fire hazard, to provide for more localized and effective fire protection measures such as consolidations of fuel build-up abatement, firebreak maintenance, firefighting equipment access, and water service provision; *HS-6.6 Wildland Fire Management Plans* wherein the County shall require the development of wildland fire management plans for projects adjoining significant areas of open space that may have high fuel loads; and *HS-6.7 Water Supply System* wherein the County shall require that water supply systems be adequate to serve the size and configuration of land developments, including satisfying fire flow requirements.

- a) and b) Less Than Significant Impact:** The proposed 3-story hotel which will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.), 108 standard parking stalls (6 of which will be handicap stalls) and utilities including a septic tank with filter and dripline system and new domestic well. Storm water drainage will be retained on-site (with an option for biofiltration). Proposed Project construction will not likely require the transport and use of small quantities of hazardous materials in the form of gasoline, diesel, and oil. Although there is the potential for small leaks due to refueling of the construction equipment if refueling were to occur on -site, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for accidental release of construction-related fuels and other hazardous materials. These BMPs will prevent, minimize, or remedy storm water contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal or recycling of hazardous materials.

Proposed Project operations will not require the storage of hazardous materials, such as fuel and lubricants. It is likely the proposed Project will use and store typical housekeeping products such as drain cleaners, spot remover, disinfectants, etc. The storage, transport, and use of these materials will comply with Local, State, and Federal regulatory requirements.

Therefore, the proposed Project will not result in a significant hazard to the public or the environment and impacts will be less than significant.

- c) No Impact:** The nearest school, Three Rivers Elementary School, is approximately 1.5 miles north of the proposed Project site. As described earlier, the Project involves construction of hotel as the main structure, parking, access/egress driveway, etc. and will not emit hazardous emissions, involve hazardous materials, or create a hazard to the school. There will be no impact.
- d) No Impact:** According to the State of California Department of Toxic Substances Control (DTSC) – Envirostor Search, no hazardous materials sites exist within an approximate two-mile radius of the proposed Project site.<sup>185</sup> The proposed Project site is not listed as hazardous materials sites pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control per a review of “Identified Hazardous Waste Sites” (conducted October 2020), by RMA staff. Therefore, as the proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 it would not create a significant hazard to the public or the environment
- e) No Impact:** The nearest airport, Woodlake Airport, is approximately sixteen miles west of the proposed Project site; The non-operational Three Rivers airport is located approximately two miles north of the proposed Project site. There are no private airports within the Project vicinity. The proposed Project will not conflict with Tulare County Airport Land Use Plan (ALUP)

<sup>184</sup> Tulare County. Tulare County General Plan 2030 Update. Chapter 10 Health and Safety Element (which can be found on PDF page 251). Accessed October 2020 at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/GENERAL%20PLAN%202012.pdf>.

<sup>185</sup> California Dept. of Toxic and Substances Control Accessed October 2020 at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Tulare+County%2C+CA>.

policy and it is not within any airport's safety zone. The proposed Project will not result in a safety hazard for people working in the area. As such, the Project would result in no impact to this resource.

**f) No Impact:** The proposed Project includes an access/egress driveway to SR 198, it does not have direct access/egress to SR 198. As such, it would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan. Therefore, the proposed Project will not interfere with implementation of an emergency response plan or evacuation.

**g) Less Than Significant Impact:** The proposed Project is located in an active area of wildland fire occurrence. Expansion of the proposed Project area may result in exposure of people or structures to an increased risk of loss, injury or death due to wildland fire events. The Tulare County 2030 General Plan Update includes Three Rivers within a "very high" fire threat area containing fire hazards based on fuels, terrain, weather, and other relevant factors.<sup>186</sup> As noted in the environmental impact report prepared for the Three Rivers Community Plan, "The County of Tulare and the State of California maintain policies and regulations that seek to minimize the exposure of foothill communities and mountain service centers to wildfire events. In geographical terms, the Three Rivers UDB largely falls into CalFire's State Responsibility Area (SRA). CalFire oversight of at-risk locales, such as foothill communities, includes programs and regimens of wildland fire engineering, vegetation management programs, risk analysis, education, enforcement, and land use planning to the end of diminishing and ameliorating the risk posed by wildland fire."<sup>187</sup> The proposed Project will not contain any housing or buildings where workers will reside or be stationed that will be at risk of fire. As a hotel, the primary occupants will be employees and transient visitors/guests. In the event of fire threat, because of its proximity to SR 198, these persons can readily access SR 198 to evacuate if necessary. Also, complying with Calfire and Tulare County fire code standards (e.g., fire resistant materials, sprinkler system, fireflow, fire hydrants, access (for firefighting or other first responder apparatus), etc.) would ensure that the proposed Project will be constructed to maximize protection from wildfire. As such, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires and would result in a less than significant impact to this resource.

**Cumulative Impact:** As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

10.		HYDROLOGY AND WATER QUALITY				
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i)	Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>186</sup> Tulare County General Plan 2030 Update.2012. Figure 10-2

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf>

<sup>187</sup> Three Rivers Community Plan Draft Environmental Impact Report. Page 3.8-19.

ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv)	Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis:

The proposed Project will result in Less Than Significant Impacts to the Hydrology and Water Quality Resource. *The “Hampton Inn & Suites Report of Waste Discharge Technical Report Wastewater Treatment System for the Proposed Hampton Inn & Suites 40758 Sierra Drive, Three Rivers, California.”* (Waste Discharge Technical Report) prepared by qualified experts Ald General Engineering, Inc. and the *“Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum”* (contained in the Three Rivers Community Plan 2018 Draft EIR. Appendix “G”). prepared by qualified experts Tully & Young, Inc., which are included in Attachment “D” of this Initial Study. The Waste Discharge Technical Report and Water Supply Evaluation Memorandum are used as the basis for determining that, based on the evidence/documentation and the expertise of qualified consultants, the proposed Project will result in a less than significant impact.

#### Environmental Setting

The Three Rivers study area is located in the Southern Sierra Nevada Mountains within the Southern Sierra Integrated Regional Water Management Plan (SSIRWMP) area (Please see figure 3.9-1 [of the Draft EIR]). A 2014 SSIRWMP Final Report summarizes the regional hydrological picture by stating:

“The Southern Sierra Region covers approximately 6,195 square miles (3,964,800 acres) and includes the foothills and mountain regions of the Kern, Poso, White, Tule, Kaweah, Kings and San Joaquin River watersheds. These watersheds cover the Sierra Nevada portion of Fresno and Tulare counties and a portion of Madera County. The Region is considered appropriate as a RWMG since it has a strong hydrologic basis with borders based on watershed boundaries and the Sierra Nevada crest. The area covered by the Southern Sierra RWMG is coterminous with the area covered by [the] IRWMP.”<sup>188</sup> However, as noted in the SSIRWMP, “Most of the local water users rely on hard rock (typically granitic) wells that have limited ability to hold and transmit groundwater, and typically have low yields. The water budget is not well understood in most of the region.”<sup>189</sup>

“Nine watersheds have been identified within the Kaweah River watershed, and these are designated as local watersheds... Land ownership in the local watersheds is 54 percent government owned and 46 percent privately owned. There are 2,118 private parcels within the study area, with 80 percent being less than 10 acres. Most of the smaller parcels are located next to the Kaweah River and its tributaries.”<sup>190</sup>

“Two types of aquifers are present: a small, shallow alluvial aquifer along the river bottom and a fractured bedrock aquifer. The rock fracture aquifer consists of an intersecting network of planar breaks in the rock, which in some cases extend for miles and cross watershed boundaries. In the Three Rivers area, the fractures cut across differing geologic units of granitic and metamorphic rock, resulting in a sporadic adverse effect on water quality. Water wells provide nearly all of the drinking water, with surface water and springs providing the remainder. Well yields varied from a low of less than 2 gallons per minute (8 percent of the wells) to more

<sup>188</sup> Tulare County. Three Rivers Community Plan 2018 Update. Draft Environmental Impact Report (Draft EIR) *Southern Sierra Integrated Regional Water Management Plan*. 2014. Page ES-2. Prepared by Provost and Pritchard. Included in Appendix “G” of the Draft EIR.

<sup>189</sup> Ibid.

<sup>190</sup> California Department of Water Resources. *Geology, Hydrology, Quality of Water, and Water Supply of the Three Rivers Area, California*. 2016. Page 1. Included in Appendix “G” of the Draft EIR.

than 100 gallons per minute; 50 percent of the wells had yields greater than 15 gallons per minute. One-third of the wells are less than 100 feet deep. Shallow, low-yielding wells have a greater potential for failure in a drought.”<sup>191</sup>

“Groundwater in wells is a blend of high-quality surface water and variable-quality groundwater flowing through rock fractures. Water quality varies from high-quality water with a very low mineral content to a few wells containing notably elevated dissolved minerals, such as sulfur or hydrogen sulfide. Groundwater with high levels of these dissolved minerals is related to the underlying bedrock type of the well, typically metamorphic rock.”<sup>192</sup>

### **Watershed (Surface Water)**

As summarized in the Draft EIR for the Three Rivers Community Plan 2018 Update for surface water, “The study area is located within the watershed of the Upper Kaweah River which consists of 359,000 acres or 561 square miles of land. The Kaweah River watershed study area consists of two parts: the upper Kaweah River watershed, and the smaller local watersheds of the Kaweah River which surround Three Rivers (Figure 4). For the upper Kaweah River watershed, information collected for this report consisted of available data regarding water systems which provide public drinking water supplies for various parts of Sequoia National Park. The data included: number of water systems and their locations, sources of water to the various systems, types of water sources, and water quality and water chemistry data. For the smaller, local watersheds, the information collected included water system and water quality information; climate data, climate change, river hydrology, geologic setting, population and demographics, land use, land ownership, parcel size, and information contained on well logs. The smaller, local watersheds consist of those which provide drinking water supplies to the Three Rivers community, referred to as the nine local watersheds of the Three Rivers area. Together, the nine watersheds comprise the area within which most residential areas occur in the Kaweah River watershed and which provide most of the drinking water supplies for residences, motels and trailer parks, businesses, and public entities such as schools. The watersheds range in size from 6,000 to nearly 13,000 acres and in elevation from 700 feet to 9,250 feet mean sea level (msl).”<sup>193</sup>

Included in the Draft EIR are Table 3.9-1<sup>194</sup> which identifies the nine local watersheds of the Kaweah River tributaries, and Figure 3.9-1<sup>195</sup> [in the Draft EIR, **Figure HYD-1** in this Initial Study] showing the respective watersheds’ locations. As shown in **Figure HYD-1**, the proposed Project site is within the Lake Kaweah watershed which receives waters from North, Middle, and East Forks of the Kaweah River; the North Fork Kaweah River is within the North Fork Kaweah River, Lower North Fork Kaweah River watersheds; the Middle Fork Kaweah River is within the Marble Fork Kaweah River, North Side Lake Kaweah, and Lake Kaweah watersheds and; East Fork Kaweah River is within the East Fork Kaweah River and Lower East Fork Kaweah River watersheds. As such, the proposed Project’s potential water usage would be supplied by 7 of the 9 watersheds shown in **Figure HYD-1** and all but the South Fork Kaweah River tributary to the Kaweah River. Combined, these tributaries consist of 67,789 acres of the estimated 82,636 acres within nine local watershed of the Three Rivers planning area.<sup>196</sup>

### **Surface Water Quality**

As summarized in the Draft EIR for the Three Rivers Community Plan 2018 Update for surface water quality, “Streams flowing through the upper Kaweah River watershed drain the western slopes of the Sierra Nevada. The dominance of granitic rock and the undeveloped and protected portions of the watershed in the Sequoia National Park results in good quality surface water. Information collected regarding surface water quality of the Kaweah River comes from water sampling from public drinking water supplies. The SWRCB, Drinking Water Program has required the periodic sampling and analytical testing of water from public drinking water supplies. This has included: groundwater from wells, groundwater from springs, groundwater under the influence of surface water from radial wells with radials extending underneath the river, and surface water from intakes on the river.”<sup>197</sup>

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<sup>191</sup> Ibid.

<sup>192</sup> Ibid.

<sup>193</sup> Tulare County. Three Rivers Community Plan 2018 Update Draft EIR. Page 3.9-4.

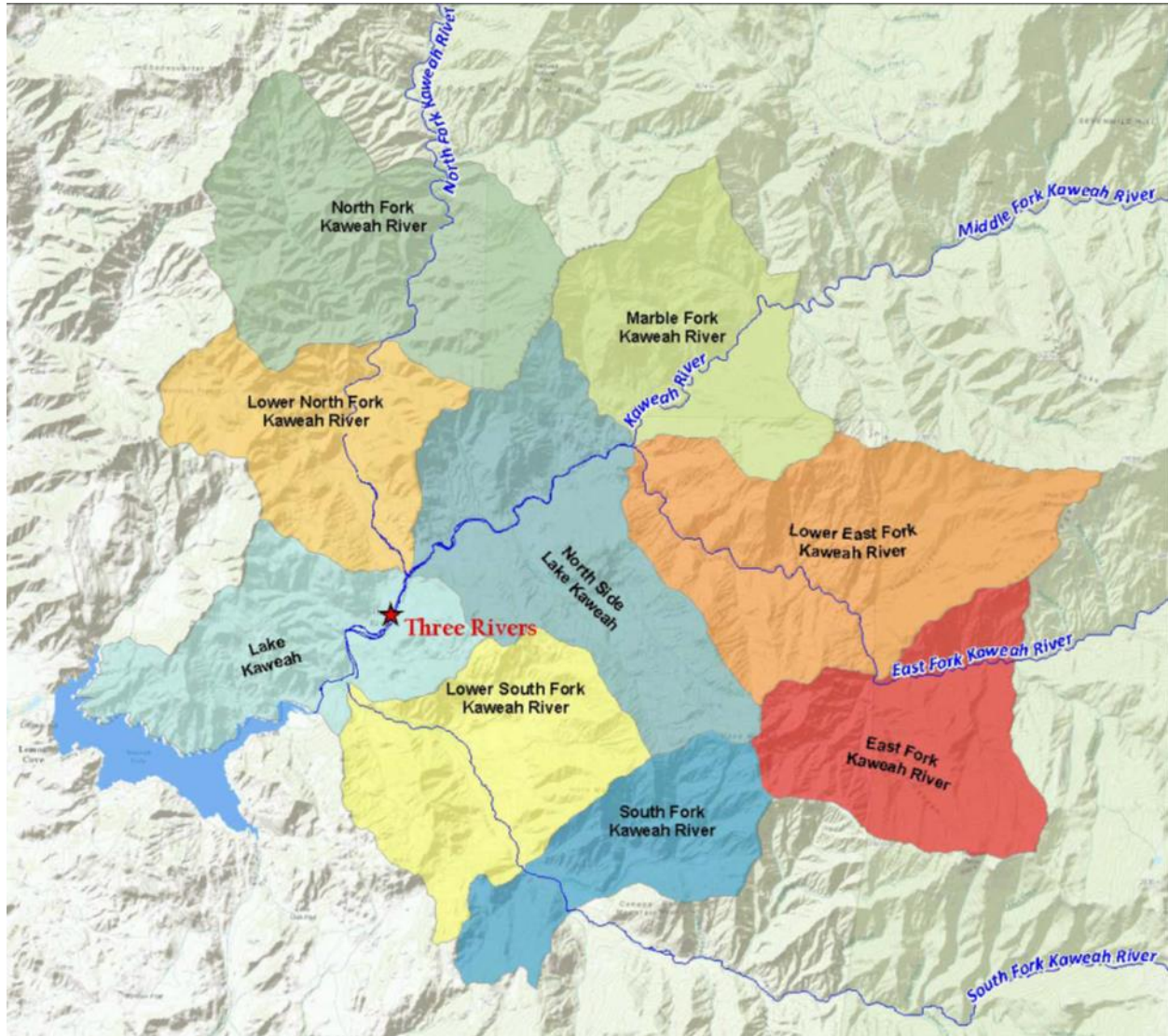
<sup>194</sup> Ibid.

<sup>195</sup> Op. Cit. 3.9-5.

<sup>196</sup> Op. Cit. 3.9-4. Table 3.9-4 Nine Local Watersheds. The 67,789 acres results from subtracting the 14,847 acres of the South Fork tributary from the total 82,636 acres shown in Table 3.9- of the Draft EIR.

<sup>197</sup> Op. Cit. 3.9-5. – 3.9-6.

**Figure HYD 1**  
Nine Local Watersheds<sup>198</sup>



### Surface Water Supply

“There are 23 public drinking water systems in the watersheds of the Three Rivers area. Five of these systems utilize surface water. The State Water Resources Control Board (SWRCB) required sampling of the public water supplies includes analytical tests from 1974 through 2014, the last date for which data was searched. The number and type of tests that were performed varied significantly from system to system and from year to year. The possible analyses included Title 22 organics, general mineral, general physical, nitrate, and, radiological constituents such as uranium, radium, and gross alpha. Test results are provided in Appendix A of the 2016 DWR Preliminary Report on Geology, Hydrology, Quality of Water, and Water Supply of the Three Rivers Area, California. A review of the results show that no sample tests exceeded primary drinking water standards. A single sample exceeded the secondary drinking water standard for manganese. The standard is 50 mg/L and test results showed 81 mg/L. Manganese may cause staining in clothing and other materials. As might be expected, the Kaweah River through Three Rivers provides high quality surface.”<sup>199</sup>

<sup>198</sup> Op. Cit. 3.9-4.

<sup>199</sup> Op. Cit. 3.9-6.

## **Watershed (Groundwater)**

As summarized in the Draft EIR for the Three Rivers Community Plan 2018 Update for groundwater, “Precipitation from Pacific storms or from summer orographic storms in the watershed either evaporates, occurs as runoff to the Kaweah River as described above, or infiltrates the ground surface into an underlying network of rock fractures. Groundwater occurs both in the fractured bedrock and in unconsolidated river bottom sediments of the Kaweah River. Groundwater flow is generally to the southwest, from areas of recharge in the mountains and along the Kaweah River to areas of discharge.”<sup>200</sup>

### Alluvial Aquifer

“Riverbed sediments and shallow decomposed granite have formed an alluvial aquifer in a narrow band along the Kaweah River. It has an observable width of a few tens of feet to a few hundred feet. It also has a variable thickness. It is thinnest where the river is steep and cascading down resistant bedrock. It is thickest where the stream gradient gentles and widens along straight stretches between river bends. There are one or more radial (wagon wheel) wells located adjacent to the river with shallow radials that extend under the river bed, capturing poorly filtered water.”<sup>201</sup>

### Bedrock Aquifer

“Crystalline bedrock is nearly impermeable; movement of water through the rocks is completely dependent on the presence of fractures in the rock. Groundwater percolates downward through soil and weathered rock into the fractured bedrock. The thin soil mantle which overlies the bedrock is large or extensive, and by itself, the soil layer does not yield significant quantities of water to wells. But the layer does aid in recharge by providing temporary storage of precipitation. Moisture in seasonally saturated soil migrates into rock fractures and then into the bedrock aquifer.”<sup>202</sup>

### Groundwater Quality

“The primary source of water for both individual systems and for private water systems classified as public drinking water supplies is groundwater from water wells drilled in fractured bedrock. For public drinking water systems, water from wells comprise 81 % of the sources, springs comprise 3% of the sources, and surface water sources comprise 16% of the total. Stated another way, the sampled sources for the 23 water systems consist of 30 active and inactive wells, one spring, and six surface water intakes from the Kaweah River or treatment units for the surface water intakes...Test results of these 23 private water systems are provided in Appendix A of the 2016 DWR Preliminary Report on Geology, Hydrology, Quality of Water, and Water Supply of the Three Rivers Area, California. A review of the results show that two of the water systems had primary drinking water standard exceedances for arsenic and three water systems had exceedances for uranium and gross alpha. These exceedances may be due to the wells drawing water from fractured granitic bedrock. It is not uncommon for wells completed in granite to experience problems from these constituents. In addition, two water systems had periodic exceedances for nitrate. There were very few secondary drinking water standards exceedances. Three water systems had samples with exceedances for manganese, two with color standard exceedances, and a single water system with exceedances for iron.”<sup>203</sup>

### Groundwater Quality Information from Well Logs

“The well log review of the 486 well logs identified in the Three Rivers area showed that for ten of the well logs the well driller noted an issue with water quality. The comments made note of either high salt, “water very salty”, hydrogen sulfide, sulfur water, or “considerable hydrogen sulfide and salt”. The ten wells represent 2% of the well logs. The actual number of wells impacted by salt or sulfur is unknown but probably higher than that represented by notations on well logs. The wells are present at locations along the main branch of the Kaweah River. There does not appear to be a pattern as to their occurrence. Plotting salt and/or sulfur well locations on the geologic map suggests that some of the wells may be correlated with an underlying bedrock of limestone or metamorphic rock. Other wells do not appear to have a correlation with rock type. In other regions of the Sierra Nevada, salt, sulfur, and high temperature wells have been identified adjacent to ancient and inactive faults. The faults appear to act as conduits and source of origin of the poor quality water. It is not known if the wells are located on or adjacent to such a feature, but there are no known mapped faults present.”<sup>204</sup>

<sup>200</sup> Op. Cit.3.9-6.

<sup>201</sup> Op. Cit.

<sup>202</sup> Op. Cit. 3.9-6 – 3.9-7.

<sup>203</sup> Op. Cit. 3.9-7.

<sup>204</sup> Op. Cit. 3.9-7 – 3.9-8.

## Water Supply Evaluation, Three Rivers Community Plan EIR

The “*Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum*” (Water Supply Memorandum or Memorandum), prepared by qualified experts consultant Tully & Young, Inc., is a memorandum to support the CEQA analysis regarding the availability and sufficiency of water supplies to meet the forecast water demands allowed by the Three Rivers Community Plan. The Memorandum contains an analysis that estimate future water demands, water demands of existing users, factors affecting future water use, water conservation objectives, indoor infrastructure requirements, California Model Water Efficient Landscape Ordinance and County Ordinances, and importantly, a future water use forecast.<sup>205</sup> Further, the Memorandum also discusses water supply and reliability, groundwater and surface water supply characteristics, water supply availability, sufficiency of water supplies, and also provided Consultants determination of potential impacts as a result of the ultimate growth contemplated by the Three Rivers Community Plan.<sup>206</sup>

In summary, the Memorandum concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand based on the estimated 50,000 acre-feet of annual average groundwater recharge in the watershed. As indicated in the Memorandum, “As presented in Section 2 [of the Memorandum], the future demand is anticipated to be approximately 940 acre-feet annually, which represents less than two percent of the over 50,000 acre-feet of average groundwater recharge in the watershed. On a watershed basis, there is and will continue to be sufficient water supplies recharging the fractured rock and alluvial aquifers to meet the forecast future demands. For purposes of this memo, all new water demands will be met by groundwater resources rather than surface rights.”<sup>207</sup> The Memorandum also cautions, “However, the placement of individual wells could have an adverse impact on other local wells if not properly spaced or otherwise constructed to protect existing well operations. The County’s General Plan includes specific policies to provide adequate protections so as to cause this potential impact to be less than significant, if any. Specific policies are discussed under Section 4.2. The County also maintains a well permitting process, allowing an assessment of the unique circumstances for each potential new well to assure setbacks from other wells and from septic systems are appropriate. The combination of the policies and permitting/approval procedures will assure that new wells will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.”<sup>208</sup>

Further, the Memorandum concludes that the Three Rivers Community Plan (that is, the ultimate full build-out as contemplated in the Plan), would result in less than significant impacts to water resources<sup>209</sup> and contains a listing of selected General Plan policies that will provide the assurances necessary to render the impacts to local water resources as less than significant.<sup>210</sup> It is noted that the listing provide in the Memorandum does not necessarily apply to a commercial project (for example, a residential development, connection to community water system, connection to a wastewater system, etc.). As discussed below, this Initial Study provides a listing of General Plan policies that may apply to the proposed Project that differs from the listing provided in the Memorandum.

## **Regulatory Framework**

### ***Federal***

#### Clean Water Act

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

<sup>205</sup> Tulare County. Three Rivers Community Plan 2018 Draft EIR. December 2017. “*Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum*” Pages 4-10. Prepared by Tully & Young, Inc. (included in Appendix “G” of the Draft EIR) and included in Appendix “D” of this Initial Study.

<sup>206</sup> Ibid. 10-17.

<sup>207</sup> Op. Cit. 12.

<sup>208</sup> Op. Cit. 12.

<sup>209</sup> Op. Cit. 12-13.

<sup>210</sup> Op. Cit. 14-17.

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

### ***State***

#### **State Water Resources Control Board**

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

#### **Regional Water Quality Board**

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

### ***Local***

#### **Tulare County Land Development Regulations**

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

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

#### **Tulare County General Plan 2030 Update**

The Tulare County General Plan 2030 Update: (Chapter 10 – Health and Safety and Chapter 11 – Water Resources) contains the following goals and policies that relate to hydrology and water quality and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review: *AG-1.17 Agricultural Water Resources* wherein the County shall seek to protect and enhance surface water and groundwater resources critical to agriculture; *HS-4.4 Contamination Prevention* wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination; *PFS-2.3 Well Testing* wherein the County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs; *PFS-2.5 New Systems or Individual Wells* where connection to a community water system is not feasible per PFS-

2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity; *PFS-3.1 Private Sewage Disposal Standards*: wherein the County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health; *PFS-3.5 Wastewater System Failures* wherein the County shall require landowners to repair failing septic tanks, leach field, and package systems that constitute a threat to water quality and public health or connect to an existing community system through applicable County and/or Regional Water Quality Control Board standards and requirements; *WR-1.1 Groundwater Withdrawal* wherein the County shall cooperate with water agencies and management agencies during land development processes to help promote an adequate, safe, and economically viable groundwater supply for existing and future development within the County. These actions shall be intended to help the County mitigate the potential impact on ground water resources identified during planning and approval processes; *WR-2.1 Protect Water Quality* wherein all major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. This policy requires the County to confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site; *WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement* wherein the County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board; *WR-2.3 Best Management Practices (BMPs)* wherein the County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board; *WR-2.4 Construction Site Sediment Control* wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites and; *WR-3.5 Use of Native and Drought Tolerant Landscaping* wherein the County shall encourage the use of low water consuming, drought-tolerant and native landscaping and emphasize the importance of utilizing water conserving techniques, such as night watering, mulching, and drip irrigation.

- a) **Less Than Significant Impact:** The State Water Resources Control Board requires any new construction project greater than one acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP would be prepared for the proposed Project by a qualified engineer or erosion control specialist as a condition of approval and would be submitted to the County for review and approval before being implemented during construction. The SWPPP would be designed to reduce potential impacts related to erosion and surface water quality during construction activities and throughout the life of the proposed Project. It would include proposed Project information and best management practices (BMP). The BMPs would include dewatering procedures, stormwater runoff quality control measures, concrete waste management, watering for dust control, and construction of perimeter silt fences, as needed. Implementation of the SWPPP will minimize the potential for the proposed Project to substantially alter the existing drainage pattern in a manner that will result in substantial erosion or siltation onsite or offsite. There will be no discharge to any surface or groundwater sources which may impact water quality standards. As such, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the proposed Project would result in a less than significant impact to this resource.
- b) **Less Than Significant Impact:** The proposed Project site is located in the Kaweah Watershed. The Department of Water Resources (DWR) has estimated that the nine (9) watersheds within the Kaweah Watershed cover 82,636 acres. As noted earlier, combined, the tributaries supplying the Kaweah Watershed consists of 67,789 acres of the estimated 82,636 acres of the nine local watershed of the Three Rivers planning area. As noted earlier, the “*Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum*” (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre-feet of annual average groundwater recharge in the watershed. The proposed Project applicant’s engineer (Ald General Engineering) estimates that it will use approximately 15.37 acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>211</sup>). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge in the watershed. It is noted that Ald General Engineering also provided as estimate for a parcel directly west of the proposed Project site of 3,450 gallons per day of water usage (or 1,259,250 gallons per year or 3.86 acre-feet per year). Combined, this would result in approximately 19.23 acre-feet per year (or approximately 0.0204%) of the estimate 940 acre-feet of annual future demand of the entire Three Rivers Community Plan planning area. As such, the proposed Project (including the potential project north of

<sup>211</sup> “*Hampton Inn & Suites Report of Waste Discharge Technical Report Wastewater Treatment System for the Proposed Hampton Inn & Suites 40758 Sierra Drive, Three Rivers, California.*” (Waste Discharge Technical Report) September 2020. Page 4. Prepared by Ald General Engineering, Inc. and included in Attachment “D” of this Initial Study.

the proposed Project site) would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

- c) **Less Than Significant Impact:** Overall, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.

i) *Erosion and Siltation; Less Than Significant Impact:* The extent of potential erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. As noted in the Project Description (Attachment "D") the relatively flat nature of the site reduces the need for grading which would be limited to access roads, substation, inverter pads, and switchyard. Any soils removed from these areas would be redistributed around and retained elsewhere on the Project site (i.e., along solar panel support rack alignments).<sup>212</sup> The site is and will continue to have a relatively-flat topography after site construction. Also, as noted earlier, a SWPPP will be in place during construction, as described in Impact 10-a. Therefore, construction-related activities will minimally disturb the ground surface resulting in a less than significant impact from erosion and siltation.

ii) *Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact:* The site will not resulting in waters capable of flooding either on- or off-site. The site is not subject to flooding and lies within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map.<sup>213</sup> Also, the site will not generate substantial amounts of runoff that would result in on- or off-site flooding due to the nature of the Project as a renewable energy producer (i.e., solar energy). The Project will avoid runoff type water from dust suppression activities and PV panel washing through implementation of conditions of approval and project design features. As such, the Project would result in a less than significant impact to or from this resource Item.

iii) *Runoff affecting Drainage Systems and Polluted Runoff; No Impact.* See Items 10 c) i) and ii) .Also, the Project will not connect to any existing or planned stormwater drainage system, as such it will not provide any additional sources of polluted runoff. As noted earlier, the very nature of the Project (as a renewable energy producer) does not lend itself as a contributor of polluted runoff. Therefore, the Project would result in no impact to this resource. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and as such, would result in no impact.

- d) **No Impact:** The Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche zones, that would result in a risk release of pollutants due to project inundation. As noted in Item 10 c) ii), the Project does not lie within an area nor is it subject not subject to flooding within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map; it is not exposed to or near any river, reservoirs, pond, or lake subject to seiches from earthquake activity; and it is greater than 100 miles east of the nearest coastline that would be subject to tsunami. Therefore, there would be no impact from potential inundation by the flood hazard, tsunami, or seiches.

- e) **No Impact:** these Item 10 b); as such, the proposed Project would not conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan.

**Cumulative Impact:** As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

11. LAND USE AND PLANNING						
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Cause a significant environmental impact due to a conflict with any land use plan,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>212</sup> Ibid.

<sup>213</sup> Federal Emergency Management Agency FIRM Panel 06107CL300E June 16, 2009. Accessed May 2019 at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-119.24027126756349,36.137670866489145,-119.15718716111826,36.17232174266695>

		policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				
<p><b>Analysis:</b></p> <p>Environmental Setting</p> <p>Tulare County is located in a geographically diverse region with the majestic peaks of the Sierra Nevada framing its eastern region, while its western portion includes the San Joaquin valley floor, a fertile area that is extensively cultivated. In addition to its agricultural production, the county's economic base also includes agricultural packing and shipping operations. Small and medium size manufacturing plants are located in the western part of the county and are increasing in number. Tulare County contains portions of Sequoia National Forest, Sequoia National Monument, Inyo National Forest, and Kings Canyon National Park. Sequoia National Park is entirely contained within the county.<sup>214</sup></p> <p>The County encompasses approximately 4,840 square miles of classified lands (lands with identified uses) and can be divided into three general topographical zones: valley region; foothill region east of the valley area; and mountain region just east of the foothills. The eastern half of the county is generally comprised of public lands, including the Mountain Home State Forest, Golden Trout Wilderness area, and portions of the Dome Land and south Sierra Wilderness areas.<sup>215</sup> Federal lands, which include wilderness, national forests, monuments and parks, and County parks, account for 52 percent of the County land. Agricultural uses, which include row crops, orchards, dairies, and grazing lands on the Valley floor and foothills account for 43 percent of the County land. Urban uses including incorporated cities, communities, hamlets, unincorporated urban uses, and infrastructure rights-of-way account for the remaining land in the County.<sup>216</sup></p> <p>Land use in Tulare County is predominately agriculture, and the County is committed to retaining the rich agricultural land. The foothill and mountain regions are controlled predominantly by the State and federal governments. However, as population increases, so does the demand for public services, including solid waste disposal. Agricultural land around the cities is being converted into urban uses. Housing, land, employment and economics are balanced to minimize the amount of agricultural land utilized for urban development. Economic principles tend to take precedence over the conservation of land.</p> <p>As indicated in the 2018 Regional Transportation Plan &amp; Sustainable Communities Strategy (RTP/SCS), Draft Environmental Impact Report (SCH #2012081070); "A vital input to the SCS development process was a credible forecast of population, housing and jobs. TCAG developed a new forecast for this RTP/SCS based on the most comprehensive and up-to-date regional forecasts and projections available. The growth forecast for the 2018 RTP/SCS incorporates substantial new data available from the 2010 Census and new projections published by the California Department of Finance, Demographic Research Office (DOF) in 2017. The growth forecast, based on the DOF projection, is much more restrained than in the previous 2014 RTP/SCS (see RTP Appendix F). The new demographic forecast is summarized in Table 3.0-5 [of the RTP/SCS], Tulare County Demographic Forecast The new 2017 DOF population projection for the year 2040 (594,348) is significantly lower than that of the 2013 DOF projection for the year 2040 (722,838) used for the 2014 RTP/SCS, a difference of 128,490 persons. This is due to lower birthrates consistent with the state as a whole and the fact that Tulare County is still experiencing negative net migration (-150 persons in 2015) as opposed to the peak (+4,473 persons in 2004), as a result of the Great Recession."<sup>217</sup></p> <p>Approximately 189,400 people were employed in Tulare County in September 2020. The unemployment rate in the Tulare County was 13.1 percent in August 2020, down from a revised 16.1 percent in July 2020, and above the year-ago estimate of 9.2 percent. This compares with an unadjusted unemployment rate of 11.6 percent for California and 8.5 percent for the nation during the same period.<sup>218</sup> The current COVID-19 crisis (2020) has resulted in fluctuating employment; however, this fluctuation is anomalous and anticipated to self-adjust over time.</p>						

<sup>214</sup> Tulare County. 2010. Tulare County General Plan 2030 Update Background Report. Page 1-2.

<sup>215</sup> Ibid. 1-4.

<sup>216</sup> Tulare County, 2012, page 4-3. Tulare County General Plan 2030 Update.

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf>

<sup>217</sup> RTP/SCS PEIR 2018. Pages 3.0-47 and -48. April 2018. Accessed October 2020 at: <https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-2018/environmental-impact-report/>

<sup>218</sup> California Employment Development Department. Labor Market Information 2019. Accessed October 2020 at: [https://www.labormarketinfo.edd.ca.gov/file/1fmonth/visa\\$pd\\$pdf](https://www.labormarketinfo.edd.ca.gov/file/1fmonth/visa$pd$pdf)

As of January 1, 2020, population estimates produced annually by the Department of Finance calculated Tulare County with a population estimate of 479,977 residents<sup>219</sup>. The State Controller's Office uses Finance's estimates to update their population figures for distribution of state subventions to cities and counties, and to comply with various state codes. Additionally, estimates are used for research and planning purposes by federal, state, and local agencies, the academic community, and the private sector.

### Community of Three Rivers

"Three Rivers is a diverse, rural community located in the western foothills of the Sierra Nevada Mountain Range in the unincorporated portion of Tulare County. It is situated approximately 52 miles southeast of Fresno in the north central area of Tulare County. Three Rivers is positioned adjacent to State Route 198, which connects it with Visalia, the County Seat, located 30 miles southwest of Three Rivers. The community is five miles south of the entrance to Sequoia National Park. It lies in a natural valley area created by the convergence of the North, Middle, East, and South Forks of the Kaweah River near the eastern edge of the Lake Kaweah."<sup>220</sup>

### Three Rivers Urban Development Boundary

"The Urban Boundaries Element, first adopted in 1974, identified two types of boundaries: Urban Area Boundaries (UABs) and Urban Improvement Areas (UIAs). At the time of the Urban Boundaries Element adoption, the UIAs were defined as the twenty-year growth boundaries and the UABs were defined as the ultimate growth boundary for each city and community. In 1983, the Urban Boundaries Element was amended to replace the UIAs with UDBs, and to modify the UAB model to include a "comment" area around incorporated cities, keeping UABs as the next logical area for urban expansion. In addition, UABs were no longer established around unincorporated communities."<sup>221</sup>

"The UDB lines established a twenty-year growth boundary for unincorporated communities for which services will likely be extended to allow new urban growth. The County used population, existing County policies, and a development suitability analysis to determine the location and size of the community UDBs."<sup>222</sup>

"The Urban Boundaries Element directed that community plans be adopted for 22 unincorporated communities to guide future development within their community boundaries. Community Plans supplement County-wide General Plan policies. These plans have their own Land Use Diagrams and circulation plans, and include land use designations and development standards to guide area growth."<sup>223</sup> Three Rivers is among the communities with adopted community plans as of 2009.

The Three Rivers Community Plan (General Plan Amendment GPA 14-004) was adopted on June 26, 2018 via Tulare County Board of Supervisors Resolution No's. 2018-0481, 2018-0482, 2018-0483, and 2018-0484; Tulare County Planning Commission Recommendations: Resolution No's. 9457, 9458, 9459, 9460, 9461, 9462, and 9463; Zoning District Map: PZC 17-048; and Section 18.9 Zoning Ordinance (Mixed Use): PZC 17-047. "All community plans, including this one, must address a range of diverse, sometimes divergent, public interests. They must do so within a consistent, well-integrated policy framework. A county utilizes broad discretion to weigh and balance competing interests in formulating community plan policies. In implementing those policies, it is the task of the Board of Supervisors, or its delegates, to make determinations in a manner that promotes the objectives and policies of all aspects of the community plan, and does not obstruct their attainment. Policy implementation may require reasonable and thoughtful consideration of a number of community plan policies. Such implementation decisions will be made on a case-by-case basis as the Board of Supervisors, Planning Commission, County staff, and others work to implement the entire community plan. When implementing the Community plan or reviewing projects or approvals for consistency with the Community plan, the County will need to balance numerous planning, environmental and policy considerations."<sup>224</sup>

<sup>219</sup> California Department of Finance. 2019 E-1 Population Estimates for Cities, Counties, and the State—January 1, 2018 and 2019. Accessed October 2020 at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>.

<sup>220</sup> Tulare County. Three Rivers Community Plan 2018 Update. Pages 23. Accessed October 2020 at: <https://tularecounty.ca.gov/rma/index.cfm/planning-building/community-plans/updated-community-plans/three-rivers-community-plan-adopted-pdf/>

<sup>221</sup> Tulare County. Tulare County General Plan 2030 Update. 2012. Page 2-4. <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/General%20Plan%202012.pdf>

<sup>222</sup> Ibid.

<sup>223</sup> Op. Cit.

<sup>224</sup> Tulare County. Three Rivers Community Plan 2018 Update. Pages 44-45. Accessed October 2020 at: <https://tularecounty.ca.gov/rma/index.cfm/planning-building/community-plans/updated-community-plans/three-rivers-community-plan-adopted-pdf/>

## Existing Land Uses

Project site is located in the unincorporated community of Three Rivers and is adjacent to an existing hotel along and east of SR 198/Sierra Drive. The County requires development within existing eligible State Scenic Highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program. The immediate area surrounding the Project site is generally level; there are two nearby hills northeast and east of the site and numerous hills north and west the site (north and west of the Kaweah River). The Comfort Inn and Suites is located to the northeast, the Kaweah River is west of site (west of SR 198) and scattered development (i.e., two rural residences), undeveloped land to the southeast and, a rural residence and two large compressed natural gas tanks to the south.

## Zoning and Land Use

The site is located within the Three Rivers Community planning area which designates the existing proposed Project area as C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone); as such, the proposed Project is an allowed use.

## Regulatory Setting

### ***Federal***

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

### ***State***

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

### ***Local***

## Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update (Chapter 4 – Land Use, Chapter 8 – Environmental Resources Management and Part II Chapter 1 - Rural Valley Lands Plan) contains the following goals and policies that relate to land use and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review: *ED-3.1 Diverse Economic Base* wherein the County shall actively promote the development of a diversified economic base by continuing to promote agriculture, recreation services, and commerce, and by expanding its efforts to encourage industrial development including the development of energy resources; *ED-5.7 Foothills* wherein the County shall encourage additional recreational and visitor-serving development in the Sierra and foothills in areas such as Three Rivers and Springville; *ED-5.14 Interagency Cooperation* wherein the County shall cooperate with federal land management agencies to develop and promote Three Rivers and Springville as gateway communities; *ERM-2.9 Compatibility* wherein the County will encourage the development of mineral deposits in a manner compatible with surrounding land uses; *PF-1.1 Maintain Urban Edges* wherein the County shall strive to maintain distinct urban edges for all unincorporated communities within the valley region or foothill region, while creating a transition between urban uses and agriculture and open space; *PF-1.2 Location of Urban Development* wherein the County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and CACUDBs;
2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.

*PF-1.3 Land Uses in UDBs/HDBs* wherein the County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures; *PF-1.4 Available Infrastructure* wherein the County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless

adequate infrastructure is available, that sufficient water supplies are available or can be made available and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies; *PF-2.1 Urban Development Boundaries – Communities* wherein the County shall limit urban development to the area within the designated UDB for each community; *PF-2.4 Community Plans* wherein the County shall ensure that community plans are prepared, updated, and maintained for each of the communities. These plans shall include the entire area within the community’s UDB and shall address the community’s short and long term ability to provide necessary urban services; *PF-2.7 Improvement Standards in Communities* wherein the County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems; *PF-2.8 Inappropriate Land Use* wherein areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs; *PF-3.4 Mixed Use Opportunities* wherein unless or until a traditional plan approach is requested by the hamlet and such a plan is adopted, land use designations within the HDB shall be the mixed use land use designations as provided in Chapter 4-Land Use that promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities; *LU-4.4 Travel-Oriented Tourist Commercial Uses* wherein the County shall require travel-oriented tourist commercial uses (for example, entertainment, commercial recreation, lodging, fuel) to be used in areas where traffic patterns are oriented to major arterials and highways. Exceptions may be granted for resort or retreat related developments that are sited based on unique natural features; *LU-7.15 Energy Conservation* wherein the County shall encourage the use of solar power and energy conservation building techniques in all new development AND; *LU-7.16 Water Conservation* wherein the County shall encourage the inclusion of “extra-ordinary” water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

#### Policy Relationship to the General Plan

“The Three Rivers Community Plan is a component in Part III of the Tulare County General Plan and, as such, has the same force and effect as any other adopted element of the General Plan. Structurally, the Three Rivers Community Plan is part of the Land Use and Circulation Element of the overall General Plan. The principal emphasis of the community plan is on establishing local land use and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Three Rivers. Also applicable to Three Rivers, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Three Rivers Community Plan are more specific or more restrictive than those in other elements of the General Plan, the community plan shall take precedence and prevail.”<sup>225</sup>

“Another overall principle to guide the reading and interpreting of the Community plan and its policies is that none of its provisions will be interpreted by the County in a manner that violates State or Federal law. For example, PFS-1.3: Impact Mitigation (Tulare County General Plan Chapter 14), requires new development to pay for its proportionate share of the costs of infrastructure required to serve the project. This policy will be implemented subject to applicable legal standards, including but not limited to the U.S. Constitution’s “Takings” clause. In reading every provision of the Community plan, one should infer that it is limited by the principle: “to the extent legally permitted.”<sup>226</sup>

#### Three Rivers Community Plan

Following are goals, objective, policies within the Three Rivers Community Plan 2018 Update that apply to the proposed Project: Goal 1: Compatible Development: Maintain the Rural Gateway Character of Three Rivers through land uses and new development that are compatible and consistent with the existing development in Three Rivers, preserve the unique visual and community character and natural environment and create a distinct sense of place. *Objective 1.1 Development Compatibility:* Ensure compliance with the Community Plan to ensure compatibility between and within new and existing development. *Policies: 1.1.1 New Residential Development Compatibility* to ensure that new residential development is compatible with the character of the community through the enforcement of rural standards and guidelines; *1.1.2 Mixed Uses* to ensure that development to accommodate growth includes a balanced mix of residential, commercial and public uses that enhance the community’s economic vitality while maintaining its rural character and quality of life; *1.1.3 Commercial Uses- Limiting Negative Impacts* to limit commercial or recreational uses that generate negative impacts, such as noise, lighting, traffic, odors and emissions in residential and rural residential neighborhoods; *1.1.4 Compatible Commercial Establishments* to encourage compatible commercial establishments necessary to serve residents and tourists that are commensurate with the scale and intensity of the community, preserve the environment, and which do not have to the extent feasible,

<sup>225</sup> Ibid. 209.

<sup>226</sup> Op. Cit.

significant traffic, light, noise or visual impacts to the community; *1.1.5 Cluster Commercial Uses* to cluster commercial uses in compact areas and development patterns to discourage strip development and encourage the development of a Town Center or Centers; *1.1.6 Land Use Protections* to protect land uses adjacent to SR 198 from noise impacts by requiring adequate landscape screening and buffering; *1.1.7 Buffers* to require adequate buffers (setback, side and rear yards, landscaping and screening) between commercial and/or industrial development and residential areas; *1.1.8 Increase Public Input* to increase the opportunities for public involvement and participation for planning and development processes in Three Rivers; *1.1.9 LU-1.3 Prevent Incompatible Uses* wherein the County shall discourage the intrusion into existing residential and rural residential areas of new incompatible land uses that produce significant noise, odors, or fumes; *1.1.12 LU-4.5 Commercial Building Design* wherein the County shall encourage that new commercial development is consistent with the existing design of the surrounding community or neighborhood by encouraging similar façades, proportionate scale, parking, landscaping, and lighting that provides for night sky conservation and protection and; *1.1.15 LU-7.14 Contextual and Compatible Design* wherein the County shall ensure that new development respects Three Rivers' long heritage by requiring that development respond to its context, be compatible with the traditions and character of the community, and develop in an orderly fashion which is compatible with the scale of surrounding structures. *Objective 1.2 Rural Gateway Character:* Maintain and balance the existing natural environment with the rural gateway character of Three Rivers. *Policies:* *1.2.1 New Development Compatibility* to ensure that the size, type, and scale of new development in Three Rivers is compatible with the rural character of the community and; *1.2.13 SL-3.3 Highway Commercial* wherein the County shall require highway commercial uses to be located and designed to reduce their visual impact on the travel experience along State scenic highways and County scenic routes. *Objective 1.3 Rural Development Standards:* Establish and implement standards for rural development which incorporate the rural standards of the community. *Policies:* *1.3.1 County Project Review Committee* wherein new development proposals may be subject to County Project Review Committee for all new development in Three Rivers; *1.3.2 Development Standards* to ensure that development proposals conform to all development standards and guidelines to the extent feasible as determined to be reasonable and appropriate by the affected decision makers; *1.3.3 Noise Standards* to apply the noise standards found in the Tulare County Health and Safety Element (Part 1 Section 10.8). Utilize recommendations included in the community plan EIR to address and develop feasible noise standards to the extent feasible reflective of a foothill canyon environment; *1.3.4 Setbacks* to require adequate setbacks for residential, commercial and industrial uses, including, side and rear yards, landscaping and screening, as determined by the County Project Review Committee; *1.3.5 Signage Standards* to require standards for signage in Three Rivers, including regulations for: size, height, scale, color, lighting, and material. Incorporate Caltrans signage standards with community standards, as they apply to SR 198; *1.3.6 Lighting Standards* to establish lighting standards and guidelines as feasible and appropriate to minimize light pollution, glare, and light trespass and to protect the dark skies in Three Rivers and; *1.3.7 Vegetation Standards* to establish vegetation standards for residential and commercial development, and encourage the use of native vegetation in landscaping, when visible to common roadways. *Objective 1.4 Quality Office, Commercial and Light Industrial Development:* Establish and apply development and design standards to ensure quality professional office, commercial, and light, non-polluting industrial development. *Policies:* *1.4.1 Professional Office Design Standards* to design professional office, commercial and light, non-polluting, industrial developments to minimize adverse traffic impacts to residential areas; *1.4.2 Buffer Strips* to require office, commercial, and light industrial development to provide a naturally planted buffer strip, including shade trees, to separate the structures and the parking areas from SR 198; *1.4.3 Visual Standards* to establish landscaping, screening, and visual standards for commercial and industrial uses along SR 198 and; *1.4.4 Visual Screening* to require automobile storage yards and commercial and multi-family trash bins to be screened from view. *Goal 2: Economic Vitality:* A strong, diversified economic environment within Three Rivers which is consistent with the rural and visual atmosphere of the community. *Policies:* *2.1.3 Concentrate Commercial Development* to promote a concentration of industrial, professional office, and commercial activities and high density residential development within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods from negative impacts; *2.1.4 Highway-Oriented Commercial Development* to maintain existing commercial areas along SR 198 to the extent feasible for highway-oriented commercial development; *2.1.5 ED-5.4 Recreational Accommodations* wherein the County shall support the development of visitor-serving attractions and accommodations in unincorporated areas near natural amenities and resources that would not be diminished by tourist activities; *2.1.6 ED-5.5 Rivers* wherein the County shall encourage the development of recreational activities and promote tourism along the Kaweah River; *2.1.7 ED-5.6 Lakes* wherein the County shall promote Lake Kaweah as a major recreational area that includes camping, water sports, hiking, golf, conference/hotel facilities, and historic attractions; *2.1.8 ED-5.7 Foothills* wherein the County shall encourage additional recreational and visitor-serving development in the Sierra and foothills in areas such as Three Rivers; *2.1.11 ED-5.10 Visitor-Serving Business* wherein the County shall encourage visitor-serving businesses to coordinate their advertising; *2.1.13 ED-5.13 National Parks Tourism* wherein the County shall work with Sequoia and Kings Canyon National Parks, Giant Sequoia National Monument, Sequoia National Forest, and others to market these areas of the County as tourist destinations and; *2.1.14 ED-5.14 Interagency Cooperation* wherein the County shall cooperate with federal land management agencies to develop and promote Three Rivers as a gateway community. *Objective 2.2 Business Attraction, Expansion, and Retention:* To promote business growth and industry diversification and maintain a favorable business climate and a supportive economic foundation. *Policies:* *2.2.1 ED-2.1 Business Retention* wherein the County shall participate in regional business retention and expansion programs, such as the Rapid Response program to ensure that County services are accessible to businesses. *2.2.2 ED-2.5 Small Business* by recognizing the powerful job creation potential of small businesses, the County shall support entrepreneurial development and small business expansion and; *2.2.3 ED-2.6 Agency Support for Small Businesses* wherein the County

shall coordinate with other agencies to provide well-tailored services and job creation resources for small businesses, such as incubator zones. *Goal 4: Protection And Conservation Of The Environment:* Land use patterns and design solutions which protect and conserve the environmental quality and natural beauty in Three Rivers. *Objective 4.1 Protection of the Natural Environment:* Protect the natural environment by prohibiting land uses, activities, and development patterns that will have an adverse effect on the environmental quality of Three Rivers. *Policies:* *4.1.1 Preserving the Natural Environment* to maintain a serene and attractive natural environment by prohibiting land use activities that create excessive and unwanted noise and/or light in the community; *4.1.2 CEQA Compliance* to be consistent with CEQA, protect water quality and wildlife including sensitive and critical habitat in Three Rivers by prohibiting, to the extent feasible and appropriate, land use activities that endanger water quality and/or wildlife as a result of pollution and/or sedimentation and; *4.1.3 Mitigating Traffic Impacts* to ensure that new development does not excessively increase traffic flow through existing or planned residential areas. The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS “D” or worse occurs, will be required to prepare and submit this study. The traffic impact study will evaluate impacts from all vehicles, including truck traffic.

**a) and b) No Impact:** The proposed Project is located within the Three Rivers Community Plan Urban Area Boundary and is properly zoned to accommodate the proposed Project. Further, the proposed Project is consistent with Tulare County General Plan policies and Three Rivers Community Plan goals, objectives, and policies noted above. The Project will not physically divide any established community or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project would result in no impact to these resources.

**Cumulative Impact:** As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

## 12. MINERAL RESOURCES

Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Analysis:

#### Environmental Setting

Per the Tulare County General Plan Background Report, Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the Tulare County, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the County are part of the Central Valley Province, underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains.

Economically, the most important minerals that are extracted in Tulare County are sand, gravel, crushed rock, and natural gas. Other minerals that could be mined commercially include tungsten, which has been mined to some extent, and relatively small amounts of chromite, copper, gold, lead, manganese, silver, zinc, barite, feldspar, limestone, and silica. Minerals that are present but do not exist in the quantities desired for commercial mining include antimony, asbestos, graphite, iron, molybdenum, nickel, radioactive minerals, phosphate, construction rock, and sulfur.

Aggregate resources are the most valuable mineral resource in Tulare County because it is a major component of the Portland cement concrete (PCC) and asphaltic concrete (AC). PCC and AC are essential to constructing roads, buildings, and providing for other infrastructure needs. There are four streams that have provided the main source of high quality sand and gravel in Tulare County:

Kaweah River, Lewis Creek, Deer Creek and the Tule River. The highest quality deposits are located at the Kaweah and Tule Rivers. Lewis Creek deposits are considerably inferior to those of the other two rivers.

#### Regulatory Setting

##### ***Federal***

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

##### ***State***

#### California Surface Mining and Reclamation Act of 1975

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

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

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

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

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

#### The Division of Mine Reclamation (DMR)

"In 1991, the Division of Mine Reclamation (DMR) was created to provide a measure of oversight for local governments as they administer the Surface Mining and Reclamation Act (SMARA) within their respective jurisdictions. While the primary focus is on existing mining operations and the return of those mined lands to a usable and safe condition, issues relating to abandoned legacy mines are addressed through the Abandoned Mine Lands Unit."<sup>227</sup>

In April 2016 following significant revisions to the Surface Mining and Reclamation Act of 1975 (SMARA), the Division of Mine Reclamation (DMR) was created, effective January 1, 2017. DMR replaces the Office of Mine Reclamation that was established in 1991 to provide a measure of oversight for local governments as they administer SMARA within their respective jurisdictions.<sup>228</sup>

##### ***Local***

#### Tulare County General Plan 2030 Update

<sup>227</sup> California Department of Conservation. Accessed October 2020 at: <https://www.conservation.ca.gov/dmr>

<sup>228</sup> Ibid. Accessed October 2020 at: <https://www.conservation.ca.gov/index/Documents/DMR-fact-sheet-2017.pdf>

The Tulare County General Plan 2030 Update: Chapter 8 – Environmental Resources Management contains the following goals and policies that relate to mineral resources and which have potential relevance to the Project’s California Environmental Quality Act (CEQA) review: *ERM-2.1 Conserve Mineral Deposits* wherein the County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50 year supply of locally available PCC grade aggregate; *ERM-2.2 Recognize Mineral Deposits* wherein the County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits and; *ERM-2.9 Compatibility* wherein the County will encourage the development of mineral deposits in a manner compatible with surrounding land uses.

- a) **No Impact:** Mineral resources located within Tulare County are predominately sand and gravel resources primarily provided by four streams: Kaweah River, Lewis Creek, Deer Creek, and the Tule River. The Kaweah River is the nearest of these four streams to the proposed Project site and is located west of the proposed Project site. Although very near the Kaweah River, the Project will not result in the loss of an available known mineral resource. The Tulare County General Plan Update (see Figure 8.1 Mineral Resource Zone in the General Plan) shows the locations of State-designated Mineral Resource Zones. According to the map, the proposed Project site is not located in or near a Mineral Resource Zone. The California Department of Conservation indicates that the nearest, active mining operation (Britten Granite, decomposed granite) is located approximately 0.5 miles east of the Project site.<sup>229</sup> As such, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- b) **No Impact:** The proposed Project site is not delineated on a local land use plan as a locally important mineral resource recovery site. Therefore, the proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

**Cumulative Impact:** As there are no known mineral resources on the proposed Project site, and the nearest operation is an active decomposed granite operation, the proposed Project would not contribute to a cumulative impact.

13.	NOISE					
	Would the project result in:					
Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Analysis:						
The proposed Project will result in Less Than Significant Impacts to the Noise Resources. The “Noise Impact Assessment for the Three Rivers Hampton Inn & Suites Project August” (NIA) prepared by ECORP Consulting, Inc. (Consultant) is included as Attachment “E” of this Initial Study. This NIA is used as the basis for determining that, based on the evidence/documentation						

<sup>229</sup> State of California Department Of Conservation Division of Mine Reclamation, Maps: Mines and Mineral Resources accessed May 2019 at: <https://maps.conservation.ca.gov/mol/index.html>.

(including incorporation of recommendations contained in the Report) and the expertise of qualified consultant ECORP Consulting, Inc. (Consultant), the proposed Project will result in a less than significant impact.

### **Environmental Setting**

The Health and Safety section of Tulare County's 2030 General Plan serves as the primary policy statement for the County for implementing policies to maintain and improve the noise environment in Tulare County. The Health and Safety section presents Goals and Objectives relative to planning for the noise environment within the County. Future noise/land use incompatibilities can be avoided or reduced with implementation of Tulare County's noise criteria and standards. Tulare County realizes that it may not always be possible to avoid constructing noise sensitive developments in existing noisy areas and therefore provides noise reduction strategies to be implemented in situations with potential noise/land use conflicts.

Within the Tulare County General Plan Background Report, existing noise levels were recorded within unincorporated areas of County. Noise level data collected during continuous monitoring included the hourly Leq and Lmax and the statistical distribution of noise levels over each hour of the sample period. The community noise survey results indicate that typical noise levels in noise-sensitive areas of the unincorporated areas of Tulare County are in the range of 29-65 dB Ldn. As would be anticipated, the quietest areas are those that are removed from major transportation-related noise sources and industrial or stationary noise sources.<sup>230</sup>

### ***Existing Environmental Noise Setting***

#### **Noise Sensitive Land Uses**

As indicated in the Noise Impact Assessment (NIA) for the proposed Project, "Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project site is generally surrounded by farmland and rural residential development, with commercial development concentrated along State Route (SR) 198. The nearest noise-sensitive receptors to the Project site are the Comfort Inn and Suites hotel building, located approximately 113 feet north of the Project site, a vacant commercial building located approximately 96 feet west of the Project site at the nearest point, and a residence located across State Highway [SR] 198 from the site at approximately 270 feet to the west. The distances to the Comfort Inn and Suites and the vacant commercial building were measured from the property line of the Proposed Project to the physical building. The parking lot and outdoor area associated with hotels and commercial uses are not considered sensitive receptors. Noise-sensitive hotel activities, such as sleeping and resting, would be performed indoors."<sup>231</sup>

#### **Existing Ambient Noise Environment**

In addition to describing noise sensitive land uses within the vicinity of the proposed Project, the NIA also includes a description of the existing ambient noise environment as follows; "The primary noise source in the Project vicinity is traffic. Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (see Attachment B [of the NIA]) and traffic volumes from the Project's Traffic Impact Study (VRPA Technologies, Inc. 2020). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 2-3.

<sup>230</sup> County of Tulare General Plan 2030 Background Report. Page 8-77.

<sup>231</sup> "Noise Impact Assessment for the Three Rivers Hampton Inn & Suites Project August." 2020. Page 10. Prepared by ECORP Consulting, Inc.

**Table 2-3. Existing (Baseline) Traffic Noise Levels**

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway
<b>SR 198</b>		
South of Old Three Rivers Road	Residential and Commercial	58.4
Between Old Three River Road & Project Driveway	Residential and Commercial	58.4
North of Project Driveway	Residential and Commercial	58.4
<b>Old Three Rivers Road</b>		
East of SR 198	Residential	48.7
<i>Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by VRPA Technologies, Inc. (2020). Refer to Attachment B for traffic noise modeling assumptions and results.</i> <i>Note: A total of two intersections were analyzed in the Traffic Impact Study; roadway segments that impact sensitive receptors were included.</i>		

As shown, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 48.7 to 58.4 dBA CNEL. As previously described, CNEL is 24-hour average noise level with a 5 dBA “weighting” during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The community of Three Rivers in the County of Tulare, which encompasses the Project site, is impacted by various noise sources. It is subject to both typical urban and rural noise, such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (i.e., residential, commercial, and agricultural) throughout Three Rivers that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common source of noise in the community. The ambient noise environment in the County of Tulare is largely influenced by roadway noise. The Project site is located directly off SR 198, identified by the Tulare General Plan as one of two major regional state highways which traverse the County. The General Plan states that SR 198 connects from U.S. Highway 101 on the west and continues eastward to the County of Tulare, passing through the City of Visalia and into Sequoia National Park (Tulare 2012).<sup>232</sup>

#### Regulatory Setting

##### ***Federal***

##### Federal Highways Administration (FHWA) Highway Traffic Noise Prediction methodology

“In March 1998, the Federal Highway Administration (FHWA) released the Traffic Noise Model, Version 1.0 (FHWA TNM®). It was developed as a means for aiding compliance with policies and procedures under FHWA regulations. Since its release in March 1998, Version 1.0a was released in March 1999, Version 1.0b in August 1999, Version 1.1 in September 2000, Version 2.0 in June 2002, Version 2.1 in March 2003 and the current version, Version 2.5 in April 2004. The FHWA TNM is an entirely new, state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers.”<sup>233</sup>

##### Federal Aviation Administration (FAA)

“Aircraft operated in the U.S. are subject to certain federal requirements regarding noise emissions levels. These requirements are set forth in Title 14 CFR, Part 36. Part 36 establishes maximum acceptable noise levels for specific aircraft types, taking into account the model year, aircraft weight, and number of engines.”<sup>234</sup>

<sup>232</sup> Ibid. 10-11.

<sup>233</sup> U.S. Department of Transportation. Federal Highway Administration. Traffic Noise Model. Accessed October 2020 at: [http://www.fhwa.dot.gov/environment/noise/traffic\\_noise\\_model/](http://www.fhwa.dot.gov/environment/noise/traffic_noise_model/). Accessed October 2020.

<sup>234</sup> Tulare County Association of Governments 2018 Regional Transportation Plan/Sustainable Communities Draft EIR. Page 4.8-17. <https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/>

## Federal Transit Administration

The Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, engineered concrete and masonry buildings can be exposed to groundborne vibration levels of 0.3 inch per second without experiencing structural damage. Buildings extremely susceptible to vibration damage can be exposed to groundborne vibration levels of 0.12 inch per second without experiencing structural damage.<sup>235</sup>

## Federal Vibration Policies

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA has identified the human annoyance response to vibration levels as 80 RMS (Root Mean Square = The square root of the arithmetic average of the squared amplitude of the signal).<sup>236</sup>

## *State*

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

The State of California General Plan Guidelines, published by the Office of Planning and Research (OPR 2017), provides guidance in implementing Government Code 65302 (f) relating to a noise element of a general plan. In addition to the required noise element contents, OPR also provide its Noise Element Guidance in Appendix D of the General Plan Guidelines.<sup>237</sup> Government Code 62302(f) requires:

- “(1) A noise element that shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:
- (A) Highways and freeways.
  - (B) Primary arterials and major local streets.
  - (C) Passenger and freight online railroad operations and ground rapid transit systems.
  - (D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
  - (E) Local industrial plants, including, but not limited to, railroad classification yards.
  - (F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment
- (2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.
- (3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.
- (4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state’s noise insulation standard for the acceptability of projects within specific CNEL/Ldn contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution.”<sup>238</sup>

## Noise Compatibility Guidelines

<sup>235</sup> Ibid. 118.

<sup>236</sup> U.S. Department of Transportation, “The Noise and Vibration Impact Assessment Manual”. September 2018. FTA Report No. 0123 Federal Transit Administration Page 113. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)

<sup>237</sup> Office of Planning and Research Chapter 4: Required Elements. Noise. Page 131. Accessed October 2020 at: [https://www.opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](https://www.opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf)

<sup>238</sup> Ibid. 131-132.

“The state has published guidance for locating land uses in areas compatible with the existing noise environment. These guidelines are shown in Table 4.8-7, Land Use Compatibility for Community Noise Environments [in the 2018 TCAG RTP/SCS. Program EIR]. For example, it would normally be acceptable for a single-family residence to be located in an area with an existing noise level of 60 dBA CNEL or less.”<sup>239</sup>

#### California Department of Transportation (Caltrans)

“The State of California establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the state passby standard is consistent with the federal limit of 80 dBA at 15 meters from the centerline. The state passby standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dBA at 15 meters from the centerline.”<sup>240</sup> Caltrans also has standards for new roadway, new proposed freeways, aeronautics, and aviation; however; these standards would not apply to this proposed Project.

#### **Local**

Analytical noise modeling techniques, in conjunction with actual field noise level measurements, were used to develop generalized Ldn or Community Noise Equivalent Level (CNEL) contours for traffic noise sources within Tulare County for existing conditions. Traffic data representing annual average daily traffic volumes, truck mix, and the day/night distribution of traffic for existing conditions (1986) and future were obtained from the Tulare County Public Works Department and used in the Tulare County Noise Element. The Tulare County General Plan 2030 Update Health & Safety Element (2012) includes noise and land use compatibility standards for various land uses. These are shown in **Table NOI-1** Land Use Compatibility for Community Noise Environments<sup>241</sup>;

**Table NOI-1**

Land Use Category	Community Noise Exposure-L <sub>dn</sub> or CNEL (dB)					
	50	55	60	65	70	80
Residential - Low Density Single Family, Duplex, Mobile Homes	██████████	██████████	██████████	██████████	██████████	██████████
Residential – Multi-Family	██████████	██████████	██████████	██████████	██████████	██████████
Transient Lodging – Motels, Hotels	██████████	██████████	██████████	██████████	██████████	██████████
Schools, Libraries, Churches, Hospitals, Nursing Homes	██████████	██████████	██████████	██████████	██████████	██████████
Auditoriums, Concerts Halls, Amphitheaters	██████████	██████████	██████████	██████████	██████████	██████████
Sports Arenas, Outdoor Spectator Sports	██████████	██████████	██████████	██████████	██████████	██████████
Playgrounds, Neighborhood Parks	██████████	██████████	██████████	██████████	██████████	██████████
Golf Courses, Riding Stables, Water Recreation, Cemeteries	██████████	██████████	██████████	██████████	██████████	██████████
Office Buildings, Business Commercial and Professional	██████████	██████████	██████████	██████████	██████████	██████████
Industrial, Manufacturing, Utilities, Agriculture	██████████	██████████	██████████	██████████	██████████	██████████
<b>Normally Acceptable</b>	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.					
<b>Conditionally Acceptable</b>	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.					
<b>Normally Unacceptable</b>	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.					
<b>Clearly Unacceptable</b>	New construction or development generally should not be undertaken.					

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

#### Tulare County General Plan 2030 Update/Health and Safety Element

<sup>239</sup> Tulare County Association of Governments 2018 Regional Transportation Plan/Sustainable Communities Draft EIR. Page 4.8-19.  
<https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/>

<sup>240</sup> Ibid. 4.8-20.

<sup>241</sup> Tulare County General Plan 2030 Update. Goals and Policies Report. Page 10-25.

“The Health and Safety Element of the General Plan provides policy direction for minimizing noise impacts in the County and for establishing noise control measures for construction and operation of land use projects. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, noise considerations will influence the general distribution, location, and intensity of future land use. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the County that would negatively affect noise sensitive land uses. Uses such as schools, hospitals, childcare, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by the Land Use Compatibility for Community Noise Environments table and pertinent goals and policies. Additionally, these uses should be protected from excess noise through sound attenuation measures such as site and architectural design and sound walls.

The County of Tulare has adopted these guidelines as a basis for planning decisions based on noise considerations. The land use compatibility guidelines are shown in Table 2-4 [of the NIA, **Table NOI-2** herein]. In the case that the noise levels identified at a proposed project site fall within levels considered normally acceptable, the project is considered compatible with the existing noise environment. The General Plan also identifies noise goals and policies set to minimize noise impacts within the County.<sup>242</sup>

<b>Table NOI-2. Land Use Compatibility for Community Noise Environments</b>				
<b>Land Use Category</b>	<b>Community Noise Exposure (Ldn or CNEL, dB)</b>			
	<b>Normally Acceptable</b>	<b>Conditionally Acceptable</b>	<b>Normally Unacceptable</b>	<b>Clearly Unacceptable</b>
Residential - Low Density Single Family, Duplex, Mobile Homes	≤ 60	55 - 70	70 -75	≥ 75
Residential – Multi-Family	≤ 65	60 - 70	70 -75	≥ 75
Transient Lodging – Motels, Hotels	≤ 65	60 - 70	70 - 80	≥ 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	≤ 70	60 - 70	70 - 80	≥ 80
Auditoriums, Concerts Halls, Amphitheaters	NA	≤ 70	NA	≥ 65
Sports Arenas, Outdoor Spectator Sports	NA	≤ 75	NA	≥ 70
Playgrounds, Neighborhood Parks	≤ 70	NA	68-75	≥ 73
Golf Courses, Riding Stables, Water Recreation, Cemeteries	≤ 75	NA	70 – 80	≥ 80
Office Buildings, Business Commercial and Professional	≤ 70	68 – 78	≥ 75	NA
Industrial, Manufacturing, Utilities, Agriculture	≤ 75	70 - 80	≥ 75	NA
<i>Source: County of Tulare General Plan Health and Safety Element</i> <i>Notes:</i> <i>NA: Not Applicable; CNEL: Community Noise Equivalent Level</i> <i>Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i> <i>Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i> <i>Normally Unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.</i> <i>Clearly Unacceptable – New construction or development should generally not be undertaken</i>				

The Tulare County General Plan 2030 Update: Chapter 10 – Health and Safety contains the following goals and policies that relate to noise and which have potential relevance to the Project’s California Environmental Quality Act (CEQA) review: *HS-8.1 Economic*

<sup>242</sup> “Noise Impact Assessment for the Three Rivers Hampton Inn & Suites Project” August, 2020. Page 10. Prepared by ECORP Consulting, Inc. Pages 11-12.

*Base Protection* wherein the County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources; *HS-8.2 Noise Impacted Areas* wherein the County shall designate areas as noise-impacted if exposed to existing or projected noise levels that exceed 60 dB Ldn (or Community Noise Equivalent Level (CNEL)) at the exterior of buildings.; *HS-8.3 Noise Sensitive Land Uses* wherein the County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces; *HS-8.5*; *HS-8.6 Noise Level Criteria* wherein the County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC); *HS-8.8 Adjacent Uses* wherein the County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County; *HS-8.11 Peak Noise Generators* wherein the County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval; *HS-8.13 Noise Analysis* wherein the County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses; *HS-8.14 Sound Attenuation Features* wherein the County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts; *HS-8.15 Noise Buffering* wherein the County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks; *HS-8.16 State Noise Insulation* wherein the County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code; *HS-8.17 Coordinate with Caltrans* wherein the County shall work with Caltrans to mitigate noise impacts on sensitive receptors near State roadways, by requiring noise buffering or insulation in new construction; *HS-8.18 Construction Noise* wherein the County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 a.m. to 7 p.m., Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors and; *HS-8.19 Construction Noise Control* wherein the County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

- a) **Less Than Significant Impact:** As detailed in the NIA, “The nearest noise receptors to the Project site are the Comfort Inn and Suites located approximately 113 feet north of the Project site, a vacant commercial building located approximately 96 feet west of the Project parking lot at the nearest point, and a residence located across State Highway [SR 198] from the site at approximately 270 feet to the west. As previously described, per General Plan Safety Element policy *HS-8.18*, construction activity is exempted provided that noise generating activity does not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. As mandated by General Plan policy *HS-8.11*, no peak noise generating activities shall be allowed to occur outside of normal business hours without County approval. In addition, General Plan Policy *HS-8.19* requires construction noise control best practices to be implemented to minimize construction noise impacts.

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. To estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the site preparation, grading and building construction, paving and architectural coating. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 2-5 [in the NIA, Table NOI-32 herein].

The nearest noise-sensitive receptor is located approximately 190 feet from the center of the Project site. As shown in Table 2-5 [in the NIA, **Table NOI-3** herein], the predicted maximum eight-hour noise levels at the vacant commercial building to the west could potentially reach approximately 74.4 dBA Leq, which is below the NIOSH threshold of 85 dBA. Thus, construction noise would reach even lower levels at the Comfort Inn and Suites and the nearest residence.

**Table NOI-3. Construction Average (dBA) Noise Levels at Nearest Receptor**

Equipment	Estimated Exterior Construction Noise Level @ Nearest Residence (dBA Leq)	NIOSH Construction Noise Standards (dBA Leq)	Exceeds Standard at Nearest Sensitive Receptor?
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Site Preparation			
Grader	69.4	85	No
Scraper	68.0	85	No
Tractor/ Loader/ Backhoe	62.0	85	
<b>Combined Site Preparation Equipment</b>	<b>72.2</b>	85	<b>No</b>
Grading			
Rubber Tired Dozers	66.1	85	No
Graders	69.4	85	No
Tractors/Loaders/Backhoes (2)	62.0 (each)	85	No
<b>Combined Grading Equipment</b>	<b>72.0</b>	85	<b>No</b>
Building Construction/ Paving/ Architectural Coating			
Crane	61.0	85	No
Forklifts (2)	63.5 (each)	85	No
Generator Set	66.0	85	No
Tractors/Loaders/Backhoes (2)	62.0 (each)	85	No
Welders (3)	58.4	85	No
Cement and Mortar Mixer	63.2	85	
Paver	62.6	85	No
Rollers (2)	61.4 (each)	85	No
Paving Equipment	62.6	85	No
Air Compressors	66.3	85	No
<b>Combined Building Equipment</b>	<b>74.4</b>	85	<b>No</b>
<p><i>Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Attachment A for Model Data Outputs.</i></p> <p><i>Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. The distance to the nearest sensitive receptor was calculated from the center of the Project site consistent with FTA (2018) recommendations (approximately 190 feet). Building construction, paving and architectural coating are assumed to occur simultaneously.</i></p>			

As shown [in **Table NOI-2**], no individual piece of construction equipment or cumulative construction equipment would exceed the NOISH threshold of 85 dBA at the closest residence. Therefore, Project construction activities would not expose persons to and generate noise levels in excess of NOISH standards and all construction activities would occur during the times permitted by the County.<sup>243</sup>

The Tulare County Resource Management Agency (RMA) agrees with the conclusions contained within and supported in the NIA prepared by qualified expert consultant ECORP Consulting, Inc., that the proposed Project would not expose persons to and generate noise levels in excess of NOISH standards and would comply with County noise limitation periods.

#### *Project Operational Offsite Traffic Noise*

The calculated noise levels as a result of the Project at affected sensitive land uses are compared to the operational noise standards in the County General Plan (Policy HS-8.3). In the case that the existing ambient noise levels already exceed the applicable numeric noise threshold, an increase of more than 5 dBA over the existing ambient noise level is considered significant. As previously described, a change in level of at least 5 dBA is required before any noticeable change in community response would be expected.

<sup>243</sup> Ibid. 18-19.

**Table NOI-4. Existing Plus Project Conditions - Predicted Traffic Noise Levels**

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway		Noise Standard (dBA CNEL)	Exceed Standard/ Significant Impact?
		Existing Conditions	Existing + Project Conditions		
SR 198					
South of Old 3 Rivers Road	Residential and Commercial	58.4	58.6	60	No
Between Old 3 Rivers Road and Project Driveway	Residential and Commercial	58.4	58.5	60	No
North of Project Driveway	Residential and Commercial	58.4	58.4	60	No
Old Three River Road					
East of SR 198	Residential	48.7	48.7	60	No
Source: Traffic noise levels were calculated by ECORP Consulting using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels in conjunction with the trip generation rate identified by VRPA Technologies, Inc. 2020. Refer to Attachment B for traffic noise modeling assumptions and results.					
Notes: A total of 2 intersections were analyzed in the Traffic Impact Study; however, all roadway segments that impact sensitive receptors were included for the purposes of this analysis.					

As shown in Table 2-6 [in the NIA, **Table NOI-4** herein], predicted increase in traffic noise levels associated with the Project would be less than the County noise standards.” The RMA agrees with the conclusions contained within and supported in the NIA prepared by qualified expert consultant ECORP Consulting, Inc., that the proposed Project would result in noise level below the County noise standards.

#### *Operational Stationary Noise*

The loudest source of noise associated with the proposed hotel would be parking lot noise. Previous measurements were taken by ECORP staff during a weekday in the middle of a parking lot serving a large grocery store identified noise levels reaching 61.1 dBA at approximately 5 feet distant. These measurements were taken with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. The proposed hotel would not be expected to generate noise levels at the same intensity as a large grocery store and therefore this reference noise applied to the Project is conservative.

The Project is proposing the development of a 105-room hotel. As stated previously, the parking lot would be the main source of stationary noise. Based on prior parking lot noise measurements taken by ECORP staff, the Project parking lot is conservatively estimated to reach a maximum noise level of 61.1 dBA, as explained above.

Considering the conservative parking lot noise measurement of 61.1 dBA at approximately five feet distant, the nearest noise-sensitive receptor, the vacant commercial building located 96 feet away from the Proposed Project Parking lot, would experience operational stationary noise levels of below 35.5 dBA. This falls below the County of Tulare operational noise threshold of 60 dBA (Policy HS-8.8).

Thus, the Proposed Project would not result in noise levels in excess of County noise standards. The Project would have a less than significant impact in this area.

The RMA agrees with the conclusions contained within and supported in the NIA prepared by qualified expert consultant ECORP Consulting, Inc., that the proposed Project would not exceed County noise standards.

#### *Land Use Compatibility*

The County of Tulare provides a Land Use Compatibility Table to gauge the compatibility of new land uses (the Proposed Project) relative to existing noise levels. As shown in Table 2-4 [in the NIA, **Table NOI-2** herein], a clearly compatible noise level for locating hotel uses is anything 65 dBA and under.

The predominate noise source in the Project vicinity is generated by traffic on SR 198. As shown in Table 2-6 above [in the NIA, **Table NOI-4** herein], traffic noise would not exceed 60 dBA under existing plus Project conditions.

Considering the attenuation of sound with distance and the reduction of exterior-to-interior noise levels provided by building walls, the noise experienced inside the proposed new hotel would be significantly less than 61.1 dBA. Thus, noise emitted from the adjacent hotel and commercial building would not exceed 65 dBA.

Therefore, the Project is considered a compatible land use with the adjacent hotel and vacant commercial building, both in terms of commercial land use class and in terms of noise falling in the normally compatible range for hotels and motels. Thus, the proposed and existing land uses are considered compatible.<sup>244</sup>

The RMA agrees with the conclusions contained within and supported by qualified expertise in the NIA prepared by consultant ECORP Consulting, Inc., that the proposed Project would result in a less than significant impact.

**b) Less Than Significant Impact:** A vibration analysis is also included in the NIA prepared by ECORP Consulting, Inc. As such, the NIA presents substantial and expert evidence that the proposed Project would not adversely impact the vibration component of the Noise resource. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with typical construction equipment are summarized in Table 2-7 [in the NIA, **Table NOI-5** herein].

The County of Tulare does not regulate construction vibration. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.2 inch per second PPV with respect to the prevention of structural damage for normal buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings.

<b>Table NOI-5. Representative Vibration Source Levels for Construction Equipment</b>	
<b>Equipment Type</b>	<b>Peak Particle Velocity at 20 Feet (inches per second)</b>
Large Bulldozer	0.124
Caisson Drilling	0.124
Loaded Trucks	0.106
Rock Breaker	0.115
Jackhammer	0.049
Small Bulldozer/Tractor	0.004
<i>Source: FTA 2018; Caltrans 2020</i>	

Based on the vibration levels presented in Table 2-7 [in the NIA, **Table NOI-5** herein], ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.124 inch per second PPV at 20 feet. Thus, the nearby structures would not be negatively affected.<sup>245</sup>

In addition to analyzing the potential for the to expose structures to substantial groundborne vibration during construction, the NIA analyzed the potential of the proposed Project's operation to result in excessive groundborne vibration. As concluded in the NIA, "Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels"<sup>246</sup>

<sup>244</sup> Op. Cit. 18-20.

<sup>245</sup> Op. Cit. 21-22.

<sup>246</sup> Op. Cit. 22.

The RMA agrees with the conclusions contained within and supported by qualified expertise in the NIA prepared by consultant ECORP Consulting, Inc., that the proposed Project would not generate excessive groundbourne vibration or groundbourne noise.

- c) **No Impact:** The nearest public airport or public use or airport, Woodlake Airport (in the City of Woodlake) is located approximately 16 miles west of the proposed Project site. Therefore, the proposed Project site is located outside of the 55 dB CNEL noise contour. The proposed Project is not within an airport land use plan or within two miles of a public airport or public use airport. The proposed Project will not conflict with Tulare County Airport Land Use Plan policy. The project would not expose people residing or working in the project area to excessive noise levels. This conclusion is supported by the NIA which notes, “Although aircraft flight patterns may cover Three Rivers, noise from aircrafts is not a significant issue in the community. As shown in the Tulare General Plan, the community of Three Rivers is well outside of the airport zone. Aircraft noise does not significantly impact the community of Three Rivers and the Proposed Project would not expose people visiting or working on the Project site to excess airport noise levels.”<sup>247</sup> The RMA agrees with the conclusions contained within and supported in the NIA prepared by qualified expert consultant ECORP Consulting, Inc. Therefore, there will be no impact.

**Cumulative Impact:** Cumulative noise impacts were analyzed in the NIA for cumulative construction noise and cumulative both analyses concluded that the proposed Project would not result in cumulative impacts; to wit regarding cumulative construction noise, “Construction activities associated with the Proposed Project and other construction projects in the area may overlap, resulting in construction noise in the area. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the Proposed Project was determined to be less than significant following compliance with the County General Plan’s construction timing and construction noise control guidelines. The individual Project would not exceed the NOISH construction noise standard prior to implementation of construction noise control. Cumulative development in the vicinity of the Project site could result in elevated construction noise levels at sensitive receptors in the Project area.”<sup>248</sup> Regarding cumulative operational noise the NIA concluded, the cumulative long-term noise sources associated with development at the proposed Project site, combined with other cumulative projects, could cause local noise level increases. Noise increase as a result of the proposed Project would not exceed County standards. Therefore, the proposed Project would not contribute to cumulative impacts during operations.<sup>249</sup>

The RMA agrees with the conclusions contained within and supported in the NIA prepared by qualified expert consultant ECORP Consulting, Inc., that the proposed Project would not significantly contribute to a cumulative impact to this resource. Further, as there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

#### 14. POPULATION AND HOUSING

Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis:

#### Environmental Setting

<sup>247</sup> Op. Cit.

<sup>248</sup> Op. Cit.

<sup>249</sup> Op. Cit. 23.

The California Department of Finance (DOF) provides population estimates for Tulare County. According to DOF population estimates, between 2010 and 2018, Tulare County grew from 442,179 to 475,834<sup>250</sup> persons; an increase of 33,655 persons. Between 2010 and 2018, the County experienced an average yearly population growth of 0.84 percent, for a total (Year 2018) population of 475,837. As of January 1, 2020, population estimates produced annually by the Department of Finance calculated Tulare County with a population estimate of 479,977 residents<sup>251</sup>.

As indicated in the 2018 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS), Draft Environmental Impact Report (SCH #2012081070); “A vital input to the SCS development process was a credible forecast of population, housing and jobs. TCAG developed a new forecast for this RTP/SCS based on the most comprehensive and up-to-date regional forecasts and projections available. The growth forecast for the 2018 RTP/SCS incorporates substantial new data available from the 2010 Census and new projections published by the California Department of Finance, Demographic Research Office (DOF) in 2017. The growth forecast, based on the DOF projection, is much more restrained than in the previous 2014 RTP/SCS (see RTP Appendix F). The new demographic forecast is summarized in Table 3.0-5 [of the RTP/SCS], Tulare County Demographic Forecast. The new 2017 DOF population projection for the year 2040 (594,348) is significantly lower than that of the 2013 DOF projection for the year 2040 (722,838) used for the 2014 RTP/SCS, a difference of 128,490 persons. This is due to lower birthrates consistent with the state as a whole and the fact that Tulare County is still experiencing negative net migration (-150 persons in 2015) as opposed to the peak (+4,473 persons in 2004), as a result of the Great Recession.”<sup>252</sup>

## **Regulatory Setting**

### ***Federal***

#### U.S. Department of Housing and Urban Development (HUD)

“HUD’s mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business.”<sup>253</sup> However, as the Project does not propose any housing, HUD or other federal regulations do not apply to this Project.

### ***State***

#### California Department of Housing and Community Development (HCD)

HCD’s mission is to “Promote safe, affordable homes and strong vibrant communities throughout California.”<sup>254</sup> “In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted. Each of these amendments has been considered during development of this Housing Element.”<sup>255</sup>

#### California Relocation Assistance Act

The State of California adopted the California Relocation Assistance Act (California Government Code §7260 et seq.) in 1970. This State law, which follows the federal Uniform Relocation Assistance and Real Property Acquisition Act, requires public agencies to provide procedural protections and benefits when they displace businesses, homeowners, and tenants in the process of implementing

<sup>250</sup> State of California, Department of Finance. E-4 Population Estimates for City, Counties, and the State, 2011-2018 With 2010 Census Benchmark. Sacramento, California. November 2012. Accessed in October 2020 at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-4/2010-18/>

<sup>251</sup> California Department of Finance. 2019 E-1 Population Estimates for Cities, Counties, and the State—January 1, 2018 and 2019. Accessed December 2019 at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>.

<sup>252</sup> RTP/SCS PEIR 2018. Pages 3.0-47 and -48. April 2018. Accessed October 2020 at: <https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/>

<sup>253</sup> U.S. Department of Housing and Urban Development, Mission, <https://www.hud.gov/about/mission>. Accessed October 2020.

<sup>254</sup> California Department of Housing and Community Development, Mission, <http://www.hcd.ca.gov/about/mission.shtml>. Accessed October 2020.

<sup>255</sup> Tulare County Housing Element 2015 Update. Page 1-3.

public programs and projects. This State law calls for fair, uniform, and equitable treatment of all affected persons through the provision of relocation benefits and assistance to minimize the hardship of displacement on the affected persons.

### ***Local***

#### Tulare County Regional Housing Needs Assessment Plan 2014-2023

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

#### Tulare County Regional Blueprint 2009

This Blueprint includes the following preferred growth scenario principals:<sup>256</sup>

- Increase densities county-wide by 25% over the status quo densities;
- Establish light rail between cities;
- Extend Highway 65 north to Fresno County;
- Expand transit throughout the county;
- Maintain urban separators around cities; and
- Growth will be directed toward incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are or will be provided.

#### Tulare County Housing Authority

"The Housing Authority of the County of Tulare (HATC) has been officially designated as the local public housing agency for the County of Tulare by the Board of Supervisors and was created pursuant to federal and state laws. ...HATC is a unique hybrid: a public sector agency with private sector business practices. Their major source of income is the rents from residents. The HATC mission is "to provide affordable, well-maintained rental housing to qualified low- and very low-income families. Priority shall be given to working families, seniors and the disabled. Tenant self sufficiency and responsibility shall be encouraged. Programs shall be self-supporting to the maximum extent feasible.""<sup>257</sup>

"HATC provides rental assistance to very low and moderate-income families, seniors and the handicapped throughout the county. HATC offers many different programs, including the conventional public housing program, the housing choice voucher program (Section 8), the farm labor program for families with farm labor income, senior housing programs, and other programs. They also own or manage some individual subsidized rental complexes that do not fall under the previous categories, and can provide information about other affordable housing that is available in Tulare County. All programs are handicap accessible. Almost all of the complexes have 55-year recorded affordability covenants."<sup>258</sup>

#### Tulare County General Plan/Housing Element Policies

As this is a commercial hotel project that provides temporary, transient housing for visitors/tourists and others seeking temporary accommodations (i.e., no housing units are proposed); there are no policies from the Tulare County General Plan/Housing Element that would apply to this Project.

**a) and b) No Impact:** The proposed Project is the construction and operation of a new hotel within the community of Three Rivers. Construction workers may be drawn from the local and regional area and would not result in the need for additional, permanent housing to accommodate this temporary workforce. The proposed Project will not induce population growth; rather, as noted earlier, it will provide temporary accommodations for visitors/tourists. There will be no impact that the proposed Project would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Additionally, the Project would not

<sup>256</sup> TCAG. Tulare County Regional Blueprint. May 2009. Page 18. <http://www.tularecog.org/RTPSCS/TulareCountyBluePrint.pdf> . Accessed May 2019.

<sup>257</sup> Tulare County Housing Element 2015 Update. Page 5-12. <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20TULARE%20COUNTY%20HOUSING%20ELEMENT%20UPDATE%202015.pdf>

<sup>258</sup> Ibid.

displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. As such, the proposed Project will result in **No Impact** to this resource.

**Cumulative Impact:** As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

## 15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Analysis:

#### Environmental Setting

Several agencies provide fire protection within Three Rivers including the County of Tulare, Cal Fire, the National Park Service, and the U.S. Forest Service, the latter two organizations through memoranda of understanding (MOU) with Tulare County.<sup>259</sup> Cal Fire Station 35, Tulare County Station 14 (located at 41412 South Fork Drive in Three Rivers) and the National Park Service's Hammond Station (located at 44726 Mineral King Road) are within the Three Rivers UDB and provide the community with apparatus and crews to respond to fire outbreaks (structural and wildland) during fire season. Generally Cal Fire has responsibility over wildland and vegetation fires, and the County handles structural fires.<sup>260</sup> Additionally, the next nearest Tulare County Fire Station is Fire Station 13 located in Lemon Cove (at 32490 State Route 198), approximately 12 miles southwest of Three Rivers.<sup>261</sup>

The Tulare County Sheriff's Department has a resident deputy serving the rural population of Three Rivers. The resident deputy works one shift, five days week. The Sheriff's Department does not maintain a substation in Three Rivers. After hours law enforcement response to the community is dependent on request for service.<sup>262</sup>

The Three Rivers Union Elementary School is located on a 9.14-acre parcel of land (at 41932 State Route 198) within the Three Rivers Union School District. The school offers Kindergarten through 8th grade education and has had an average enrollment of 139 total students between school years 2014-2015 thru 2019-2020.<sup>263</sup> The school has 20 full and part-time employees including 10 teachers. Students beyond the 8th grade level attend Woodlake Union High School District. The Woodlake Union High School District serves grades 9-12 in the central region of Tulare County. The school district operates on a traditional schedule with 33 teachers. There is a maximum student capacity of 800 and an average daily attendance of 825 students. The district has two high schools, Bravo Lake High (continuation) serving grades 9-12 and Woodlake Union High serving grades 9-12.<sup>264</sup> Enrollment for year Grades 9-12 during the 2019-20 school year was 726 students.<sup>265</sup>

<sup>259</sup> Tulare County. Three Rivers Community Plan 2018 Update Draft EIR. Page 3.14-3.

<sup>260</sup> Ibid.

<sup>261</sup> Op. Cit.

<sup>262</sup> 3.14-4.

<sup>263</sup> CA Department of Education. 2020. Enrollment by Multi-Years 2016-2020. Accessed October 2020 at:

<https://dq.cde.ca.gov/dataquest/dq census/EnrGrdYears.aspx?cds=5472207&agglelevel=district&year=2019-20>

<sup>264</sup> Tulare County, 2010. Tulare County General Plan 2030 Update Background Report. Page 7-86.

<http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf>

<sup>265</sup> CA Department of Education. 2020. 2019-2020 Enrollment by Grade. Figure derived by using percentage of students in Grades 9-12 of total Woodlake School District student enrollment. Accessed October 2020 at: <https://dq.cde.ca.gov/dataquest/dq census/EnrGrdLevels.aspx?cds=54767945430285&agglelevel=school&year=2019-20>

Three Rivers does not have any public parks. The community is bordered to the west by a federal recreation area and to the north, south and east by a national park and BLM-administered multi-use area(s). See Item 15 Recreation, below.

#### Regulatory Setting

##### ***Federal***

None that are applicable to this Project.

##### ***State***

##### California Fire Code and Building Code

The purpose of the California Fire Code (Title 24, Part 9 of the California Code of Regulations) is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations.<sup>266</sup>

##### ***Local***

##### Tulare County Sheriff

The Tulare County Sheriff's Department (TCSd) is the primary law enforcement service provider for the unincorporated areas of Tulare County. The TCSd provides crime prevention and apprehension services across a wide range of activity sectors including: personal crime; property crime; agricultural crime; cybercrime; forensic services and specialized services (e.g., Dive team, Search and Rescue team, etc.). The Sheriff's Department also operates detention facilities for women, men and, juveniles.

##### Tulare County Fire Department (TCFD)

"Tulare County Fire Department mission is to provide all persons who reside, work or travel within the County of Tulare, with the protection of life, property and the environment within those areas, where the Tulare County Fire Department has direct protection responsibility by virtue of law, contract or mutual understanding. Tulare County Fire seeks to reduce public exposure to fire, risk and injury prevention programs that include public education, fire protection planning, fire prevention education, code enforcement, and fire suppression cost recovery."<sup>267</sup>

##### Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update, Chapter 14 – Public Facilities and Services, contains the following policies that relate to public services and may apply to this Project: *HS-7.6 Search and Rescue* wherein the County should continue to provide search and rescue operation capabilities for the Tulare County Sheriff's Department in mountainous areas; *PFS-7.2 Fire Protection Standards* wherein the County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection; *PFS-7.3 Visible Signage for Roads and Buildings* wherein the County shall strive to ensure all roads are properly identified by name or number with clearly visible signs; *PFS-7.5 Fire Staffing and Response Time Standards* wherein the County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards; *PFS-7.6 Provision of Station Facilities and Equipment* wherein the County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County; *PFS-7.12 Design Features for Crime Prevention and Reduction* wherein the County shall promote the use of building and site design features as means for crime prevention and reduction; and *PFS-7.9 Sheriff Response Time* wherein the County shall work with the Sheriff's Department to achieve and maintain a response time of:

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

<sup>266</sup> 2016 California Fire Code (Title 24, Part 9 of the California Code of Regulations). Page 3. Accessed May 2019.  
<https://www.citymb.info/Home/ShowDocument?id=28089>

<sup>267</sup> Tulare County. Three Rivers Community Plan 2018 Update Draft EIR. Page 3.14-8.

## The Three Rivers Community Plan

The Tree Rivers Community Plan also includes *Goal 7: Provide Adequate Emergency And Safety Access: Objective 7.1 Adequate Emergency Access*: Ensure adequate access for emergency and safety vehicles, consistent with the State Response Area (SRA) standards, Foothill Growth Management Plan Development Standards, and Tulare County Improvement standards as applicable. *Policy 7.1.2 Accessibility to Public Safety Services* to require that new development is accessible to the Tulare County Fire Department and Sheriff's Department.<sup>268</sup>

- a) **Fire Protection – Less Than Significant Impact:** The County of Tulare will continue to provide fire protection services to the proposed Project site upon development. No residential construction is identified with this Project. Any vegetation that could present a fire hazard will be removed from the Project site. Additionally, the proposed Project site will be predominantly developed with the hotel (and ancillary uses such as the swimming pool) and paved parking areas thereby minimizing areas for ground cover to take root and prevent it from becoming a fire fuel hazard. As noted in the adopted Three Rivers Community Plan Update, "Community response time varies from one minute on a fairly flat terrain to three minutes on steeper terrain." As a result of Cal Fire Station 35, Tulare County Station 14 and the National Park Service's Hammond Station being located within Three Rivers and project design features, impacts to fire protection services will be less than significant.
- b) **Police Protection - Less than Significant:** The County of Tulare will continue to provide police protection services to the Project site upon development. Emergency response is adequate to the Project site. Should additional police protection services be required, the County of Tulare would request mutual assistance from other law enforcement agencies (e.g., Woodlake P.D., Exeter P.D., California Highway Patrol, etc.) to augment police services. As discussed in Item 14 a), no residential is proposed for this Project. As such, any impact to police services will be less than significant.
- c) **Schools – No Impact:** The nearest school, Three Rivers Elementary School, is located approximately 1.25 miles north of the proposed Project site in the Three Rivers. However, as discussed in Item 14 a), the Project will not include construction of any residential structures which could result in increases of school-aged children, nor change the existing land use. The Project will not result in an increase of population that will require additional school facilities because no employees will be assigned to on-site occupancy. There will be no impact.
- d) **Parks – No Impact:** Cutler County Park is the nearest County-operated park and is located approximately twenty miles west of the proposed Project site. As the proposed Project will not induce population growth, the proposed Project will not create a need for additional park or recreational services. No employees will be assigned to on-site occupancy at the proposed Project site. There will be no impact. Also, see Item 16 Recreation.
- e) **Other public facilities – No Impact:** The proposed Project will not require the need for other public facilities, as such, the proposed Project will result in no impact to this resource.

**Cumulative Impact:** The nature of the project will not result in permanent population growth, as such, the proposed Project would not result in demands for additional or expansion of school-related facilities. Fire and police protection services will remain as currently provided for both permanent residents and seasonal visitors/tourists. The proposed Project will not need to rely on or result in the need for addition or alteration of any public services and will utilize existing services provided by Tulare County. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

16. RECREATION			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:						
a)	Would the project increase the use of existing neighborhood and regional parks		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>268</sup> Tulare County. Three Rivers Community Plan 2018 Update. Page 270.

		or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
	b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Analysis:

### Environmental Setting

“Tulare County contains several county, state, and federal parks. Aside from parks in the county, there are many open space areas as well. This section will highlight these various parks and open space areas and identify recreational opportunities within them.”<sup>269</sup> Two new parks were completed and became operational in the unincorporated communities of Plainview (Plainview Community Park) in 2016 and Earlimart (Earlimart Community Park) in 2017. In addition to the 15 parks and recreation facilities that are owned and operated by Tulare County, there are State Parks and Forests, National Parks and National Forests, trails, and recreational areas. Cutler County Park (an approximately 70-acre facility) is the nearest park to the Project site and located approximately twenty miles west of the proposed Project site. Lastly, each incorporated city in the County maintains and operates municipal park and recreation facilities which can also be accessed by the County's total population.

### Federal

#### Lakes Kaweah and Success

“Lake Kaweah was formed after the construction of the Terminus Dam on the Kaweah River in 1962. The lake offers many recreational opportunities including fishing, camping, and boating. Lake Kaweah is located 20 miles east of Visalia on Highway 198 and was constructed by the U.S. Army Corps of Engineers for flood control and water conservation purposes. The lake has a maximum capacity to store 143,000 acre-feet of water. There are a total of 80 campsites at the lake’s Horse Creek Campground, which contains toilets, showers and a playground. Campfire programs are also available. Aside from camping, boat ramps are provided at the Lemon Hill and Kaweah Recreation Areas. Both Kaweah and Horse Creek provide picnic areas, barbecue grills and piped water. Swimming is allowed in designated areas. In addition, there is a one-mile hiking trail between Slick Rock and Cobble Knoll, which is ideal for bird watching.

Lake Success was formed by construction of the Success Dam on the Tule River in 1961. The lake offers many recreational activities including fishing, boating, waterskiing, and picnicking. The U.S. Army Corps of Engineers (USACOE) constructed this reservoir for both flood control and irrigation purposes. The lake has a capacity of 85,000 acre-feet of water. The lake is located eight miles east of Porterville in the Sierra Nevada foothills area. Recreational opportunities include ranger programs, camping at the Tule campground, which provides 104 sites, boating, fishing, picnic sites, playgrounds and a softball field. Seasonal hunting is also permitted in the 1,400-acre Wildlife Management Area.”<sup>270</sup>

#### National Parks and National Forests

“Most of the recreational opportunities in the county are located in Sequoia National Forest, Giant Sequoia National Monument, and in Sequoia and Kings Canyon National Parks (SEKI). Although these parks span adjacent counties, they make a significant contribution to the recreational opportunities that Tulare County has to offer.”<sup>271</sup>

#### Sequoia National Forest

“Sequoia National Forest takes its name from the Giant Sequoia, which is the world’s largest tree. There are more than 30 groves of sequoias in the lower slopes of the park. The park includes over 1,500 miles of maintained roads, 1,000 miles of abandoned roads and 850 miles of trails for hikers, off-highway vehicle users and horseback riders. The Pacific Crest Trail connecting Canada and

<sup>269</sup> Tulare County General Plan 2030 Update Background Report. February 2010. Page 4-1. Access <http://generalplan.co.tulare.ca.us/documents.html> then scroll to Recirculated Draft EIR, the click on “Appendix B-Background Report”

<sup>270</sup> Ibid. 4-7

<sup>271</sup> Op. Cit. 4-8.

Mexico, crosses a portion of the forest, 78 miles of the total 2,600 miles of the entire trail. It is estimated that 10 to 13 million people visit the forest each year.”<sup>272</sup>

#### Giant Sequoia National Monument

“The Giant Sequoia National Monument was created in 2000 by President Clinton in an effort to preserve 34 groves of ancient sequoias located in the Sequoia National Forest. The Monument includes a total of 327,769 acres of federal land, and provides various recreational opportunities, including camping, picnicking, fishing, and whitewater rafting. According to the Giant Sequoia National Monument Management Plan EIS, the Monument includes a total of 21 family campgrounds with 502 campsites and seven group campgrounds. In addition, there are approximately 160 miles of system trails, including 12 miles of the Summit National Recreation Trail.”<sup>273</sup>

#### Sequoia and Kings Canyon National Parks (SEKI)

“The U.S. Congress created the Kings Canyon National Park in 1940 and Sequoia National Park in 1890. Because they share many miles of common boundaries, they are managed as one park. The extreme large elevation ranges in the parks (from 1,500 to 14,491 feet above sea level), provide for a wide range of vegetative and wildlife habitats. This is witnessed from exploring Mt. Whitney, which rises to an elevation of 14,491 feet, and is the tallest mountain in the contiguous United States. During the summer months, park rangers lead walks through the parks, and tours of Crystal and Boyden Caves. During the winter, visitors explore the higher elevations of the parks via cross country skis or snowshoes, or hike the trails in the foothills. The SEKI also contains visitor lodges, the majority of which are open year round. According to the National Parks Conservation Association, a combined total of approximately 1.5 million people visit the two parks on an annual basis.”<sup>274</sup>

#### ***State***

“The Mountain Home State Forest is a State Forest managed by the California Department of Forestry and Fire Protection (CDF). The Forest consists of 4,807 acres of parkland containing a number of Giant Sequoias, and is located just east of Porterville. The Forest is a Demonstration Forest, which is considered timberland that is managed for forestry education, research, and recreation. Fishing ponds, hiking trails, and campsites are some of the amenities that can be found in the Forest.”<sup>275</sup> Colonel Allensworth State Historic Park (approximately 3,715 acres in area) is located in the unincorporated community of Allensworth in southwestern Tulare County.

#### ***Other Recreational Facilities***

Other recreational resources available in Tulare County include portions of the Pacific Crest Trail, South Sierra Wilderness Area, Dome Land Wilderness Area, Golden Trout Wilderness Area, International Agri-Center, and the Tulare County Fairgrounds.<sup>276</sup>

In addition, there are several nature preserves open to the public which are owned and operated by non-profit organizations, including the Kaweah Oaks Preserve and Dry Creek- Homer Ranch preserves, both owned and operated by Sequoia Riverlands Trust

#### ***Local***

##### Parks

Three Rivers does not have a County owned-operated public park. As noted earlier, Cutler County Park is the nearest County owned/operated park near the Project site. It is an approximately 70-acre day use park; reservations for picnic areas are available and there is no entrance fee.

##### Schools

“A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12<sup>th</sup> grade. The remaining 41 districts consist of 36 elementary school

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<sup>272</sup> Op. Cit. 4-9.

<sup>273</sup> Op. Cit.

<sup>274</sup> Op. Cit.

<sup>275</sup> Op. Cit. 4-7.

<sup>276</sup> Op. Cit. 4-10 to 4-11.

districts and four high school districts. Many districts only have one school.”<sup>277</sup> As noted earlier, the nearest school is Three Rivers Elementary located in Three Rivers, approximately 1.25 miles north of the proposed Project site on a 9.14-acre parcel. The school offers Kindergarten through 8th grade education and has had an average enrollment of 139 total students between school years 2014-2015 thru 2019-2020.

#### Regulatory Setting

##### **Federal**

None that apply to this Project.

##### **State**

None that apply to this Project.

##### **Local**

None that apply to this Project.

**a) No Impact:** As discussed in Item 15 e), the proposed Project will not increase the demand for recreational facilities nor will it put a strain on the existing recreational facilities. Although approximately 13 employees will work at the proposed Project site, no population growth will be associated with the proposed Project or necessitated by the proposed Project as the employees are anticipated to be drawn from the local workforce. The only potential impact on recreational facilities may occur if construction workers decide to recreate at their own leisure outside of work hours. As noted earlier, the nearest County owned/operated park is Cutler County Park approximately 20 miles west of the proposed Project site. As such, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, there will be no impact to this resource.

**b) No Impact:** The proposed Project does not include recreational facilities, As there is no population growth associated with the proposed Project, there will be no need to construct or expand any recreational facilities as there would be no adverse physical effect on the environment; therefore, there would be impact to this resource.

**Cumulative Impact:** The nature of the proposed Project will not result in permanent population growth, as such, the proposed Project would not result in demands for additional or expansion of recreation-related facilities. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

## 17. TRANSPORTATION

Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Conflict with a program, plan, ordinance or policy addressing circulation systems, including transit, roadway, bicycle and pedestrian facilities?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment)?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Result in inadequate emergency access?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>277</sup> Tulare County General Plan 2030 Update Background Report. Pages 7-75 and 7-76. <http://generalplan.co.tulare.ca.us/documents.html> then scroll to Recirculated Draft EIR, the click on “Appendix B-Background Report”

## Analysis:

The proposed Project will result in Less Than Significant Impacts to Transportation resources. The “Three Rivers Hampton Inn & Suites” Traffic Impact Study Report (Traffic Impact Study or TIS) was prepared by a VRPA Technologies, Inc. (Consultant) in June 2020 which is included as Attachment “F” of this Initial Study. This TIS is used as the basis for determining that, based on the evidence/documentation (including incorporation of recommendations contained in the TIS) and the expertise of qualified consultant VRPA Technologies, Inc., the proposed Project will result in a less than significant impact.

## Environmental Setting

“Tulare County has two major regional highways, State Highway [SR] 99 and 198. State Highway 99 [SR] connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. State Highway [SR] 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways, County-maintained roads, and local streets within each of the eight cities.”<sup>278</sup>

“Tulare County’s transportation system is composed of several State Routes, including three freeways, multiple highways, as well as numerous county and city routes. The County’s public transit system also includes two common carriers (Greyhound and Orange Belt Stages), the AMTRAK Service Link, other local agency transit and paratransit services, general aviation, limited passenger air service and freight rail service.”<sup>279</sup>

“Travel within Tulare County is a function of the size and spatial distribution of its population, economic activity, and the relationship to other major activity centers within the Central Valley (such as Fresno and Bakersfield) as well as more distant urban centers such as Los Angeles, Sacramento, and the Bay Area. In addition, there is considerable travel between the northwest portions of Tulare County and southern Fresno County and travel to/from Kings County to the west. Due to the interrelationship between urban and rural activities (employment, housing, services, etc.) and the low average density/ intensity of land uses, the private automobile is the dominant mode of travel for residents in Tulare County.”<sup>280</sup>

As described in the TIS, “This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Three Rivers Hampton Inn & Suites Development (Project). The Project seeks to develop a 105-room hotel to be located off of State Route (SR) 198 (Sierra Drive), approximately 1,100 feet north of Old 3 Rivers Road in the Three Rivers Community.

Three Rivers is located in the Kaweah River canyon, just above Lake Kaweah, approximately 28 miles east of the City of Visalia as shown in Figure 1-1 [in the TIS]. Three Rivers’ name comes from its location near the junction of the North, Middle, and South Forks of the Kaweah River. The surrounding terrain is marked by oak woodland forest and foothills. Three Rivers is located in the northern portion of Tulare County at an elevation of 825 feet above sea level with a total area of 45.4 square miles. Three Rivers is the gateway town for the Ash Mountain Main Entrance to Sequoia-Kings Canyon National Park, home of the Giant Sequoia trees.”<sup>281</sup>

The TIS also describes the following: Project Access: The Project will have one (1) driveway along SR 198, approximately 1,100 feet to the north of Old 3 Rivers Road; Study Area: The Project location is shown in Figure 1-2 [of the TIS] and the Project site plan is provided in Appendix A [of the TIS]. The following intersections analyzed in this TIS are shown in Figure 1-2 [of the TIS] and include the intersections of SR 198 (Sierra Drive) / Project Driveway and Old Three Rivers Road; Study Scenarios of level of service (LOS) for the following traffic scenarios: Existing, Existing Plus Project, Near-Term Plus Project, Cumulative Year 2042 Without Project, and Cumulative Year 2042 Plus Project.”<sup>282</sup>

The TIS also provides a description of the Methodology used for intersection analysis and policies to maintain level of service (LOS). It is important distinguish varying LOS thresholds (they are, A through F with A being optimum while F is the minimum), thus the TIS explains how Tulare County’s and Caltrans’ LOS may differ. However, for the Three Rivers area (i.e., along SR 198), Caltrans agrees that the County’s General Plan minimum of LOS D would be appropriate within the Three Rivers Urban Development Boundary (UBD) planning area.”<sup>283</sup>

<sup>278</sup> Tulare County. Three Rivers Community Plan 2018 Update Draft Environmental Impact Report (Draft EIR). Page 3.16-2.

<sup>279</sup> Ibid.

<sup>280</sup> Op. Cit.

<sup>281</sup> “Three Rivers Hampton Inn & Suites” Traffic Impact Study Report.” June 2020. Prepared by a VRPA Technologies, Inc. and included in Attachment “F” of this document.

<sup>282</sup> Ibid. 1.

<sup>283</sup> Op. Cit. 5.

Included within the TIS are descriptions of various existing conditions to consider including. As noted in the TIS, “The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Typically, existing peak hour counts are collected in the study area for purposes of evaluating existing conditions. However, the present COVID-19 pandemic has altered travel patterns in the State of California, especially with the closure of the Sequoia-Kings Canyon National Park. As a result, existing traffic counts would be skewed and wouldn’t reflect typical travel patterns in the study area.”<sup>284</sup> In addition to Existing Traffic Counts, Consultant VRPA also considered Roadway Geometrics; Existing Functional Roadway Classification System, Affected Streets and Highways; Level of Service (that is Intersection Capacity Analysis and Queuing Analysis); Public Transit and Active Transportation Systems. The considerations are contained in and full described in the TIS on pages 7 through 13.<sup>285</sup>

With Existing Conditions in hand, Consultant provided: an assessment of traffic the proposed Project is expected to generate and the impact of that traffic on the surrounding street system in regards to Trip Generation by the project which may impact surrounding street and high segments and intersections; distribution of traffic caused by the proposed Project; an analysis of existing plus proposed Project scenario to include existing traffic plus traffic generated by development of the proposed Project; an analysis of approved or pending developments that have not yet been built in the vicinity of the Project in addition to the proposed Project), an analysis of near-term plus proposed Project traffic conditions, a cumulative Year 2042 without the proposed Project traffic conditions; a cumulative Year 2042 plus proposed Project traffic conditions, an intersection capacity analysis and; a queuing analysis.<sup>286</sup>

## Regulatory Setting

### ***Federal***

None that apply to this proposed Project.

### ***State***

#### Caltrans: Transportation Concept Reports

Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCR) for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans’ long-range corridor planning process. The purpose of the TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period, otherwise known as the “route concept” or beyond 20 years, for what is known as the “ultimate concept”. As the proposed Project is within the Caltrans District 6 region, SR 198 TCR would apply to the proposed.

#### Caltrans Guide for the Preparation of Traffic Impact Studies

“The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS).”<sup>287</sup>

### ***Local***

#### Tulare County Transportation Control Measures (TCM)

“Transportation Control Measures (TCM) are designed to reduce vehicle miles traveled, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. These TCMs for Tulare County are as follows:

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<sup>284</sup> Op. Cit. 7.

<sup>285</sup> Op. Cit. 7.

<sup>286</sup> Op. Cit. 14-23.

<sup>287</sup> Tulare County. Three Rivers Community Plan 2018 Update. Draft Environmental Impact Report. 2018. Page 3.16-22 and -23.

- Rideshare Projects;
- Park and Ride Lots;
- Alternate Work Schedules;
- Bicycle Facilities;
- Public Transit;
- Traffic Flow Improvement; and
- Passenger Rail and Support Facilities.”<sup>288</sup>

#### Tulare County Association of Governments (TCAG)

Assembly Bill (AB) 69 State law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision makers in shaping California’s transportation infrastructure.”<sup>289</sup> The Tulare County Association of Government has prepared the 2014 Regional Transportation Plan. Specific policies that may apply to the proposed Project include:<sup>290</sup>

#### Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *TC-1.16 County Level Of Service (LOS) Standards* wherein the County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual; and *HS-1.9 Emergency Access* wherein the County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

The Three Rivers Community Plan 2018 Update contains Objectives/Tactics<sup>291</sup> that may be applicable to this proposed Project. It is noted that the entirety of an Objective/Tactic may not apply to the proposed Project. Some Objectives/Tactics contain some elements that would apply and others that may not or not feasible due to physical constraints or jurisdiction by a non-Tulare County entity (e.g., Caltrans) where the County has no jurisdiction and does not have the authority to make policy decisions. Following are some Objectives/Tactics that may apply to the proposed Project: *Objective 1*: Design and implement a multi - modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Three Rivers; *Objective 4*: Ensure the provision of adequate off- street parking for all land uses; *Objective 10*: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single - occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.

- a) **Less Than Significant Impact:** Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As noted in the TIS, “An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, Tulare County RMA and Caltrans adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. Tulare County’s 2030 General Plan, policy number TC-1.16, identifies a minimum LOS standard of “D” on the County roadway system (both segments and intersections). Caltrans’ SR-198 Transportation Concept Report (TCR) identifies the 2040 concept as LOS “D”.

Results of the analysis show that the proposed Project will not exceed the minimum LOS standard of “D” as shown in Tables 2-1 and 3-2 [in the TIS].

The Project does not conflict with any applicable adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Tulare County Area Transit (TCaT) Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. Implementation of the Project will not hinder the operation of Route 30 in the Three Rivers Community.

<sup>288</sup> Tulare County. Tulare County 2030 General Plan 2030 Update Recirculated Draft Environmental Impact Report. Page 3.2-2.

<sup>289</sup> California Transportation Commission, 2017; 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations. Page 9. [http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index\\_files/2017FINALDraft\\_MPORTPGuidelines.pdf](http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2017FINALDraft_MPORTPGuidelines.pdf)

<sup>290</sup> Tulare County Association of Governments. Regional Transportation Plan. 2018 Policy Element. Page A-15 and A-16. <https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-2018/policy-element/>

<sup>291</sup> Three Rivers Community Plan 2018 Update. Pages 320-321, 322, and 325. Accessed at: <https://tularecounty.ca.gov/rma/index.cfm/planning-building/community-plans/updated-community-plans/three-rivers-community-plan-adopted-pdf/>

Caltrans' SR 198 TCR indicated that bicycles are permitted along the SR 198 corridor in the Three Rivers Community. The proposed Project will not prohibit the use of bicycles along SR 198. The SR 198 TCR also indicates that pedestrian facilities are nonexistent in the Three Rivers community. The Project will comply with Tulare County General Plan goals, which include Bicycle/Pedestrian Trail System (TC-5.1) and Consideration of Non-Motorized Modes in Planning and Development (TC-5.2).

Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, no mitigation is needed. As such, the proposed Project would result in a less than significant impact."<sup>292</sup>

- b) **Less Than Significant Impact:** Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As noted in the TIS, "In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. For California, this legislation will eventually change the way that transportation studies are conducted for environmental documents. Delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as vehicle miles travelled (VMT) or other similar measures will be used.

July 1, 2020 is the statewide implementation date and agencies may opt-in use of new metrics prior to that date. Therefore, the traffic analysis currently follows current practice regarding state and local guidance as of the date of preparation.

Tourism is the largest and most important industry in the Three Rivers area, as the town is situated near Sequoia National Forest, which receives over 1.2 million annual visitors, and Kings Canyon National Park, which receives nearly 700,000 annual visitors. The industries and businesses surrounding Three Rivers are almost all related to visitors passing through, en route to the Sequoia National Forest and Kings Canyon National Park. The Three Rivers Community and surrounding area features a multitude of boutique lodging facilities, restaurants, and small retail shops to support the area's small population and transient travelers.

The Feasibility Study prepared for the Project forecasts an unaccommodated demand equivalent to 7.3% of the base-year demand, resulting from the analysis of monthly and weekly peak demand and sell-out trends. Unaccommodated demand refers to individuals who are unable to secure accommodations in the market because all the local hotels are filled. These travelers must settle for less desirable accommodations or stay in properties located outside the market area. Seeking accommodations outside of the desired market area increases VMT since travelers would be forced to travel longer distances to secure accommodations. The development of the Project would reduce the unaccommodated demand, thus reducing VMT in the market area. Therefore, no mitigation is needed. As such, the proposed Project would result in a less than significant impact."<sup>293</sup>

- c) **Less Than Significant Impact:** Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As noted in the TIS, "The Project would not result in hazards due to design features, since all proposed improvements (Project Driveway) would be built to County design standards. Access to the proposed Project will be provided at one (1) driveway along SR 198 (Sierra Drive), which is an existing driveway within Tulare County jurisdiction. Internal traffic and parking operations will be designed in accordance with Tulare County design standards. The proposed Project seeks to utilize a plot of relatively undeveloped land for a hotel with approximately 105 rooms in a rural area surrounded by rural/agricultural residences. The Project would not increase the use of farm equipment on streets and roads in the Three Rivers Community. As a result, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, no mitigation is needed."<sup>294</sup> As such, the proposed Project would result in a less than significant impact.
- d) **No Impact:** Based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As noted in the TIS, The Project would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the

<sup>292</sup> "Three Rivers Hampton Inn & Suites Traffic Impact Study Report." June 2020. Pages 24-25. Prepared by a VRPA Technologies, Inc. and included in Attachment "F" of this document.

<sup>293</sup> Ibid. 25-26.

<sup>294</sup> Ibid. 26.

study intersections and roadway segments will meet Tulare County's and Caltrans' LOS "D" criteria through the year 2042. As a result, the Project will not result in inadequate emergency access. Therefore, no mitigation is needed. As such, the proposed Project would result no impact.<sup>295</sup>

**Cumulative Impact:** The nature of the proposed Project is to accommodate transient tourist/visitors in the area of Three Rivers. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

## 18. TRIBAL CULTURAL RESOURCES

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

**SIGNIFICANT  
IMPACT**

**LESS THAN  
SIGNIFICANT  
IMPACT WITH  
MITIGATION**

**LESS THAN  
SIGNIFICANT  
IMPACT**

**NO  
IMPACT**

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

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

☐
☒
☐
☐

### Analysis:

The proposed Project will result in Less Than Significant Impacts to Tribal Cultural Resources with mitigation. The "*Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers*" (CRIR or Report) was prepared by ECORP Consulting, Inc. (Consultant) in June 2020 which is included as Attachment "C" of this Initial Study. This Report is used as the basis for determining that, based on the evidence/documentation (including incorporation of recommendations contained in the Report) and the expertise of qualified consultant ECORP Consulting, Inc. (Consultant), the proposed Project will result in a less than significant impact.

**Environmental Setting**

As described in the Report, "The Project Area is located in a rural residential and commercial center in the unincorporated community of Three Rivers along Sierra Drive/Highway 198. This area is in the foothills of the Sierra Nevada at the edge of the San Joaquin Valley. Three Rivers is in the Kaweah River canyon, the gateway to the entrance to Sequoia and Kings Canyon National Parks. The Project Area is along the southern bank of the Kaweah River, which is 200 feet west, and is approximately five miles northwest of Kaweah Lake. Highway 198 separates the Project Area land from the Kaweah River. Elevations range from 755 to 765 feet above mean sea level"<sup>296</sup>

### Records Search Results

Consultant undertook a records search with the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) at California State University, Bakersfield on May 18, 2020 (SSJVIC, included in the Report). As indicated in the Report, "The purpose of the records search was to determine the extent of previous surveys within

<sup>295</sup> Op. Cit.

<sup>296</sup> "*Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers*" (CRIR or Report). Page 4. June 2020. Prepared by ECORP Consulting, Inc. and included in Attachment "C" of this Initial Study.

a 0.5-mile (800-meter) radius of the proposed Project location, and whether previously documented pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist within this area.”<sup>297</sup>

“In addition to the official records and maps for archaeological sites and surveys in Tulare County, the following historic references were also reviewed: Historic Property Data File for Tulare County (OHP 2012); The National Register Information System (NPS 2020b); Office of Historic Preservation, California Historical Landmarks (OHP 2020); California Historical Landmarks (OHP 1996 and updates); California Points of Historical Interest (OHP 1992 and updates); Directory of Properties in the Historical Resources Inventory (1999); Caltrans Local Bridge Survey (Caltrans 2019); Caltrans State Bridge Survey (Caltrans 2018); and Historic Spots in California (Kyle 2002). Other references examined include a RealQuest Property Search and historic General Land Office (GLO) land patent records (Bureau of Land Management [BLM] 2020).”<sup>298</sup> Historic maps reviewed include: □ 1870 BLM GLO Plat map for Township 17 South Range 28 East; 1885 BLM GLO Plat map for Township 17 South Range 28 East; 1892 Tulare County, California Map (published by Thos. H. Thompson, page 046, Sequoia National Park 3, Kaweah); 1957 USGS Kaweah, California topographic quadrangle map (15-minute scale); 1986 USGS Kaweah, California topographic quadrangle map (1:62,500 scale); and 1986 photo revised 1994 USGS Kaweah, California topographic quadrangle map (1:24,000 scale).<sup>299</sup> Historic aerial photos taken in 1955, 1989, 2005, 2009, 2010, and 2012 were also reviewed for any indications of property usage and built environment.<sup>300</sup>

### Native American Consultation

The Native American Heritage Commission (NAHC) maintains a contact list of Native American Tribes as having traditional lands located within the County’s jurisdiction. A search of the Sacred Lands Inventory on file with the Native American Heritage Commission (NAHC) was also requested by Consultant and resulted in negative results (i.e., no sacred lands were identified in the Project site) in a letter received from the NAHC on May 13, 2020 (see Attachment “C”). Pursuant to AB 52 Tulare County RMA staff contacted seven Native American Tribes (see Attachment “C”) by certified mail on April 11, 2019 regarding the proposed Project. As of the publication date of this Initial Study, the County has not receive any response from any of the Tribes. The Tribes will have an opportunity to comment on the Draft EIR upon its release. Upon written request, any Tribe seeking a confidential copy of the Cultural Resource Inventory Report will be allowed that opportunity. Due to the nature of confidential information contained in the Report, it will not be readily available to the public; however, Tulare County will allow access to the Report within legal limitations.

## **Regulatory Setting**

### ***Federal***

#### The National Historic Preservation Act

“The Advisory Council on Historic Preservation (ACHP) is an independent federal agency with the primary mission to encourage historic preservation in the government and across the nation. The National Historic Preservation Act (NHPA), which established the ACHP in 1966, directs federal agencies to act as responsible stewards when their actions affect historic properties. The ACHP is given the legal responsibility to assist federal agencies in their efforts and to ensure they consider preservation during project planning. The ACHP serves as the federal policy advisor to the President and Congress; recommends administrative and legislative improvements for protecting the nation’s diverse heritage; and reviews federal programs and policies to promote effectiveness, coordination, and consistency with national preservation policies. A key ACHP function is overseeing the federal historic preservation review process established by Section 106 of the NHPA. Section 106 requires federal agencies to consider the effects of projects, carried out by them or subject to their assistance or approval, on historic properties and provide the ACHP an opportunity to comment on these projects prior to a final decision on them.”<sup>301</sup>

### ***State***

#### California State Office of Historic Preservation (OHP)

<sup>297</sup> Ibid. 12-13.

<sup>298</sup> Op. Cit. 13.

<sup>299</sup> Op. Cit.

<sup>300</sup> Op. Cit.

<sup>301</sup> Advisory Council on Historic Preservation. [https://www.achp.gov/sites/default/files/documents/2019-10/AboutTheACHPFactSheet2019\\_100319.pdf](https://www.achp.gov/sites/default/files/documents/2019-10/AboutTheACHPFactSheet2019_100319.pdf)

“The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission.”<sup>302</sup>

“OHP's responsibilities include: Identifying, evaluating, and registering historic properties; Ensuring compliance with federal and state regulatory obligations; Encouraging the adoption of economic incentives programs designed to benefit property owners; Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California.”<sup>303</sup>

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

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.<sup>304</sup>

As mentioned in the CRIR, the use of both federal and state regulatory requirements apply to the proposed Project. “To meet the regulatory requirements of this Project, this cultural resources investigation was conducted pursuant to the provisions for the treatment of cultural resources contained within Section 106 of the National Historic Preservation Act (NHPA) and in CEQA (Public Resources Code [PRC] § 21000 et seq.) The goal of NHPA and CEQA is to develop and maintain a high-quality environment that serves to identify the significant environmental effects of the actions of a proposed project and to either avoid or mitigate those significant effects where feasible. CEQA pertains to all proposed projects that require State or local government agency approval, including the enactment of zoning ordinances, the issuance of conditional use permits, and the approval of development project maps. The NHPA pertains to projects that entail some degree of federal funding or permit approval.

The NHPA and CEQA (Title 54 U.S. Code [USC] Section 100101 et seq. and Title 14, California Code of Regulations [CCR], Article 5, § 15064.5) apply to cultural resources of the historical and pre-contact periods. Any project with an effect that may cause a substantial adverse change in the significance of a cultural resource, either directly or indirectly, is a project that may have a significant effect on the environment. As a result, such a project would require avoidance or mitigation of impacts to those affected resources. Significant cultural resources must meet at least one of four criteria that define eligibility for listing on either the California Register of Historical Resources (CRHR) (PRC § 5024.1, Title 14 CCR, § 4852) or the National Register of Historic Places (NRHP) (36 Code of Federal Regulations [CFR] 60.4). Cultural resources eligible for listing on the NRHP are considered Historic Properties under 36 CFR Part 800 and are automatically eligible for the CRHR. Resources listed on or eligible for inclusion in the CRHR are considered Historical Resources under CEQA.

Tribal Cultural Resources are defined in Section 21074 of the California PRC as sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either included in or determined to be eligible for inclusion in the CRHR, or are included in a local register of historical resources as defined in subdivision (k) of Section 5020.1, or are a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. Section 1(b)(4) of Assembly Bill (AB) 52 established that only California Native American tribes, as defined in Section 21073 of the California PRC, are experts in the identification of Tribal Cultural Resources and impacts thereto. Because ECORP does not meet the definition of a California Native American tribe, this report only addresses information for which ECORP is qualified to identify and evaluate, and that which is needed to inform the cultural resources section of CEQA documents. This report, therefore, does not identify or evaluate Tribal Cultural Resources. Should California Native American tribes ascribe additional importance to or interpretation of archaeological resources described herein, or provide information about non-archeological Tribal Cultural Resources, that information is documented separately in the AB 52 tribal consultation record between the tribe(s) and lead agency, and summarized in the Tribal Cultural Resources section of the CEQA document, if applicable.”<sup>305</sup>

<sup>302</sup> State of California. Office of Historic Preservation. Mission and Responsibilities. [http://ohp.parks.ca.gov/?page\\_id=1066](http://ohp.parks.ca.gov/?page_id=1066)

<sup>303</sup> Ibid.

<sup>304</sup> Office of Historic Preservation. California Register of Historic Places. [http://www.ohp.parks.ca.gov/?page\\_id=21238](http://www.ohp.parks.ca.gov/?page_id=21238)

<sup>305</sup> “Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers” (CRIR or Report). Page 3. June 2020. Prepared by ECORP Consulting, Inc. and included in Attachment “C” of this Initial Study.

### Native American Heritage Commission

“The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands, and review current administrative and statutory protections related to these sacred sites.”<sup>306</sup>

### Tribal Consultation Requirements: AB 52 (Gatto, 2014)

The Public Resources Code has established that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. (Pub. Resources Code, § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact.<sup>307</sup>

### CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.<sup>308</sup>

- (1) When a Project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).
- (2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
- (3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archaeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the Project location contains unique archaeological resources.
- (4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

### CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:<sup>309</sup>

- (d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the Project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any Items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:
  - (3) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

<sup>306</sup> Native American Heritage Commission. Welcome. <http://nahc.ca.gov/>

<sup>307</sup> Office of Planning and Research. Discussion Draft Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA (May 2015). Page 3. [http://opr.ca.gov/docs/DRAFT\\_AB\\_52\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/DRAFT_AB_52_Technical_Advisory.pdf)

<sup>308</sup> California Natural Resources Agency. 15064.5. Determining the Significance of Impacts to Archeological and Historical Resources, Section 15064.5(c). <http://resources.ca.gov/ceqa/guidelines/art5.html>

<sup>309</sup> Ibid.

- (4) The requirements of CEQA and the Coastal Act.
- (e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:
  - (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    - (C) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
    - (D) If the coroner determines the remains to be Native American:
      - 4. The coroner shall contact the Native American Heritage Commission within 24 hours.
      - 5. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
      - 6. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  - (3) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
    - (C) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
    - (D) The descendant identified fails to make a recommendation; or
    - (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.
- (f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place

## **Local**

### **Tulare County General Plan 2030 Update**

The General Plan has a number of policies that apply to Projects within Tulare County. General Plan policies that relate to the proposed Project are listed as follows:

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-6.1 Evaluation of Cultural and Archaeological Resources* wherein the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards; *ERM-6.2 Protection of Resources with Potential State or Federal Designations* wherein the County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources; *ERM-6.3 Alteration of Sites with Identified Cultural Resources* which states that when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and Mitigation Measures proposed for any impacts the development may have on the resource; *ERM-6.4 Mitigation* which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records; *ERM-6.8 Solicit Input from Local Native Americans* wherein the County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance; *ERM-6.9 Confidentiality of Archaeological Sites* wherein the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts; and *ERM-6.10 Grading Cultural Resources Sites* wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

**a) and b) Less Than Significant Impact With Mitigation:** Consultant used a variety of accepted methodologies to research/investigate the proposed Project's location in determining presence of Tribal Cultural Resources. As noted in the CRIR,

Consultant provided evidence of its personnel's qualifications<sup>310</sup>; a search of records by the Southern San Joaquin Valley Information Center of the California Historical Resources Information System<sup>311</sup>; RealQuest Property Search and historic General Land Office (GLO) land patent records (Bureau of Land Management [BLM]);<sup>312</sup> aerial photos taken in 1955, 1989, 2005, 2009, 2010, and 2012 were also reviewed for any indications of property usage and built environment;<sup>313</sup> Sacred Lands File Search (SLF) by the California Native America Heritage commission (NAHC)<sup>314</sup>; contacted the Tulare County Historical society<sup>315</sup> and; an intensive pedestrian survey under the guidance of the Secretary of the Interior's Standards for the Identification of Historic Properties (NPS 1983).

To summarize the findings contained in the CRIR, Consultant concluded, "No cultural resources were identified on the property as a result of the records search and field survey. Therefore, no Historic Properties under Section 106 of the NHPA or Historical Resources under CEQA will be affected by the proposed Project."<sup>316</sup> However, the CRIR conclusions cannot eliminate the possibility of subsurface cultural resources, to wit; "Due to the presence of alluvium along the Kaweah River, and given the likelihood of pre-contact archaeological sites located along perennial waterways, the potential exists for buried pre-contact archaeological sites in the Project Area. This potential is considered to be high, as the Kaweah River exhibits significant sinuosity that reflects a meandering channel over time, which has the potential to bury archaeological sites that were once along the river's edge."<sup>317</sup> To that end, consultant provides recommendation in the event of post-review discovery (see item 5 cultural Resources).

Therefore, as an abundance of caution, in the unlikely event that subsurface resources are located, **Mitigation Measures CUL-1 subsets (a) through (c)** as specified at Item 5 Cultural Resources would be implemented thereby reducing the potential level of impact to this resource as less than significant for resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or to a resource consider significant to a California Native American tribe. Therefore, the Project would result in a less than significant impact to this resource.

**Cumulative Impact:** As noted above, surface resources are not present on the proposed Project location. In the event subsurface resources are encountered, **Mitigation Measures CUL-1 subsets (a) through (c)** would apply to minimize any impact to less than significant. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

## 19. UTILITIES AND SERVICE SYSTEMS

Would the project:			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>310</sup> "Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers" (CRIR or Report). Page 12. June 2020. Prepared by ECORP Consulting, Inc. and included in Attachment "C" of this Initial Study.

<sup>311</sup> Ibid. 12.

<sup>312</sup> Op. Cit. 13.

<sup>313</sup> Op. Cit.

<sup>314</sup> Op. Cit.

<sup>315</sup> Op. Cit. 14.

<sup>316</sup> Op. Cit. 21

<sup>317</sup> Op. Cit. 21.

c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Analysis:

##### Environmental Setting

"Tulare County and special districts provide many important services to County residents and businesses in unincorporated communities and hamlets such as water, wastewater, storm drainage, solid waste removal, utilities, communications, fire protection, law enforcement, and a number of other community facilities and services (schools, community centers, etc.)."<sup>318</sup>

"Water districts supply water to communities and hamlets throughout the County. Most communities and some hamlets have wastewater treatment systems; however, several communities including Three Rivers, Plainview, Alpaugh, and Ducor rely on individual septic systems. Storm drainage facilities are generally constructed and maintained in conjunction with transportation improvements or new subdivisions in communities. Solid waste collection in the County is divided into service areas, as determined by the Board of Supervisors, with one license for each area. Southern California Edison provides electric service to the south and central areas of Tulare County while PG&E provides electric service in the north. The [Southern California] Gas Company is the primary provider of natural gas throughout the County."<sup>319</sup>

##### Regulatory Setting

##### **Federal**

##### U.S. Environmental Protection Agency (U.S. EPA) - Federal Regulation Title 40, Part 503

In 1993, the [U.S. Environmental Protection Agency](#) (U.S. EPA) promulgated Standards for the Use or Disposal of Sewage Sludge (Code of Federal Regulations Title 40, Part 503), which establish pollutant limitations, operational standards for pathogen and vector attraction reduction, management practices, and other provisions intended to protect public health and the environment from any reasonably anticipated adverse conditions from potential waste constituents and pathogenic organisms.

This part establishes standards, which consist of general requirements, pollutant limits, management practices, and operational standards, for the final use or disposal of sewage sludge generated during the treatment of domestic sewage in a treatment works. Standards are included in this part for sewage sludge applied to the land, placed on a surface disposal site, or fired in a sewage sludge incinerator. Also included in this part are pathogen and alternative vector attraction reduction requirements for sewage sludge applied to the land or placed on a surface disposal site.

In addition, the standards in this part include the frequency of monitoring and recordkeeping requirements when sewage sludge is applied to the land, placed on a surface disposal site, or fired in a sewage sludge incinerator. Also included in this part are reporting requirements for Class I sludge management facilities, publicly owned treatment works (POTWs) with a design flow rate equal to or greater than one million gallons per day, and POTWs that serve 10,000 people or more.<sup>320</sup>

<sup>318</sup> Tulare County General Plan Update 2030. Page 14-3.

<sup>319</sup> Ibid. 14-3.

<sup>320</sup> Title 40: Protection of Environment Part 503: Standards for the Use of Disposal of Sewage Sludge, <http://www.ecfr.gov/cgi-bin/text-idx?SID=faac2040ebd49d57ce2786437545c8cf&node=40:30.0.1.2.42.1.13.1&rgn=div8>

## Resource Conservation and Recovery Act (RCRA)<sup>321</sup>

Congress passed RCRA on October 21, 1976 to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA, which amended the Solid Waste Disposal Act of 1965, set national goals for:

- Protecting human health and the environment from the potential hazards of waste disposal.
- Conserving energy and natural resources.
- Reducing the amount of waste generated.
- Ensuring that wastes are managed in an environmentally-sound manner
- To achieve these goals, RCRA established three distinct, yet interrelated, programs:
  - ✓ The [solid waste program](#), under RCRA Subtitle D, encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.
  - ✓ The [hazardous waste program](#), under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal — in effect, from “cradle to grave.”
  - ✓ The underground storage tank (UST) program, under RCRA Subtitle I, regulates [underground storage tanks](#) containing hazardous substances and petroleum products. RCRA banned all open dumping of waste, encouraged [source reduction](#) and [recycling](#), and promoted the [safe disposal of municipal waste](#). RCRA also mandated strict controls over the [treatment, storage, and disposal of hazardous waste](#).

### *State*

#### The Integrated Waste Management Act (Assembly Bill 939)

In 1989 the California legislature passed the Integrated Waste Management Act of 1989, known as AB 939. The bill mandates a reduction of waste being disposed: jurisdictions were required to meet diversion goals of 25% by 1995 and 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

#### The Regional Water Quality Control Board – Biosolids

In California, the beneficial reuse of treated municipal sewage sludge (*a.k.a.*, biosolids) generally must comply with the California Water Code in addition to meeting the requirements specified in Part 503 in Title 40 of the Code of Federal Regulations.

In July 2004, the State Water Resources Control Board adopted [Water Quality Order No. 2004-12-DWQ](#) (General Order), and certified a supporting statewide [Programmatic Environmental Impact Report](#) (PEIR)

The General Order incorporates the minimum standards established by the Part 503 Rule and expands upon them to fulfill obligations to the California Water Code. However, since California does not have delegated authority to implement the Part 503 Rule, the General Order does not replace the Part 503 Rule. The General Order also does not preempt or supersede the authority of local agencies to prohibit, restrict, or control the use of biosolids subject to their jurisdiction, as allowed by law.

Persons interested in seeking coverage under the General Order should contact the appropriate Regional Water Quality Control Board. Only applicants who submit a complete *Notice of Intent* (NOI), appropriate application fee, and are issued a Notice of Applicability by the executive officer of the appropriate Regional Water Quality Control Board are authorized to land apply biosolids at an agricultural, horticultural, silvicultural, or land reclamation site as a soil amendment under the General Order.

#### State Water Resources Control Board, Divisions of Drinking Water and Clean Water

Recycled water regulations are administered by both Central RWQCB and the California State Water Resources Control Board (SWRCB). The regulations governing recycled water are found in a combination of sources, including the Health and Safety Code, Water Code, and Titles 22 and 17 of the California Code of Regulations (CCR). Issues related to the treatment and distribution of recycled water are generally under the permitting authority of RWQCB and the Clean Water Division of the SWRCB. .

#### CalRecycle

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<sup>321</sup> United States Environmental Protection Agency, <http://www.epa.gov/epawaste/laws-regs/rcrahistory.htm>

CalRecycle (formerly the California Integrated Waste Management Board) governs solid waste regulations on the state level, delegating local permitting, enforcement, and inspection responsibilities to Local Enforcement Agencies (LEA). Regulations authored by CalRecycle (Title 14) were integrated with related regulations adopted by the State Water Resources Control Board (SWRCB) pertaining to landfills (Title 23, Chapter 15) to form CCR Title 27.

#### California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. In 1911, the CPUC was established by Constitutional Amendment as the Railroad Commission. In 1912, the Legislature passed the Public Utilities Act, expanding the Commission's regulatory authority to include natural gas, electric, telephone, and water companies as well as railroads and marine transportation companies. In 1946, the Commission was renamed the California Public Utilities Commission. It is tasked with ensuring safe, reliable utility service is available to consumers, setting retail energy rates, and protecting against fraud.

#### **Local**

#### Tulare County General Plan 2030 Update

As the proposed Project will not utilize any new or expanded water, wastewater treatment or storm water drainage, natural gas, or telecommunications facilities, the applicable Tulare County General Plan 2030 Update policies for this resource are limited to the following for this resource item: *PFS-5.3 Solid Waste Reduction* wherein the County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of waste, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs; *PFS-5.4 County Usage of Recycled Materials and Products* wherein the County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible; *PFS-5.5 Private Use of Recycled Products* wherein the County shall work with recycling contractors to encourage businesses to use recycled products and encourage consumers to purchase recycled products; *PFS-5.6 Ensure Capacity* wherein the County shall require evidence that there is adequate capacity within the solid waste system for the processing, recycling, transmission, and disposal of solid waste prior to approving new development; *PFS-5.7 Provisions for Solid Waste Storage, Handling, and Collection* wherein the County shall ensure all new development adequately provides for solid waste storage, screening, handling, and collection prior to issuing building permits; *PFS-5.8 Hazardous Waste Disposal Capabilities* wherein the County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan; *PFS-9.1 Expansion of Gas and Electricity Facilities* wherein the County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents; *PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems* wherein the County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents; *PFS-9.4 Power Transmission Lines* wherein the County shall work with the Public Utilities Commission and power utilities in the siting of transmission lines to avoid interfering with scenic views, historic resources, and areas designated for future urban development; and *PFS-9.3 Transmission Corridors* wherein the County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements:

1. Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors, and
2. Transmission corridors shall not impact the economic use of adjacent properties.

**a) through c) No Impact:** The proposed Project will provide both its own water supply and wastewater treatment on site. Please refer to the discussion at Item 10 Hydrology and Water Quality. As such, there will be no impact to these resources.

**d) and e) Less Than Significant Impact:** As such, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and it will comply with federal, state, and local management and reduction statutes and regulations related to solid waste as applicable.

## **20. WILDFIRES**

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

**SIGNIFICANT  
IMPACT**

**LESS THAN  
SIGNIFICANT  
IMPACT WITH  
MITIGATION**

**LESS THAN  
SIGNIFICANT  
IMPACT**

**NO  
IMPACT**

	a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d)	Expose people or structures to significant risks, including downslope or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis:

#### Environmental Setting

As noted earlier, the proposed Project is a 3-story hotel which will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and outdoor swimming pool/cabana building. Consistent with Tulare County parking requirements, the proposed Project includes 108 standard parking stalls, (6 of which will be handicap stalls). Utilities include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration). The proposed Project is anticipated to have 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for a total of 168 daily vehicle trips.

The proposed Project site is located in unincorporated community of Three Rivers in Tulare County (County), California, approximately thirty miles east of Visalia, the County Seat. The nearest city is Woodlake located approximately 15 miles west of the Project site. The community is approximately five miles south of the entrance of Sequoia National Park. It lies in a natural valley area created by the convergence of the North, Middle, and South Forks of the Kaweah River near the western edge of the Sierra Nevada Mountains.<sup>322</sup> “The Project area is located in the Sierra foothills on the western slope of the Sierra Nevada range at elevations between 700 and 3,000 feet. Geophysical factors including elevation, slope, hydrogeology and climate... This area is typified by undulating terrain that varies from relatively flat riparian valleys immediately adjacent to the North, South, and Middle Forks of the Kaweah River...Elevations along the State Highway 198 corridor range from approximately 772 feet at Lake Kaweah to a high elevation of 2400 feet east of the entrance to the Sequoia National Park.”<sup>323</sup>

“The mild climate in Three Rivers is generally characterized as Mediterranean. The area tends to be clear, sunny, warm, dry and free of fog. The mean temperatures range from a low of 35° F in January to a high of 95° F in July. The average yearly rainfall for the area is approximately 18 inches with 90 percent of the precipitation falling between the months of November and April. The winds in the area are considered light, moving up the canyons in the mornings and down the canyons in the evening.”<sup>324</sup>

#### Regulatory Setting

##### Federal

Federal responsibility areas (FRA) include lands administered by the following Federal Agencies: The United States Department of Agriculture Forest Service, The United States Department of the Interior, National Park Service, Fish and Wildlife Service, Bureau

<sup>322</sup> Tulare County. Three Rivers Community Plan 2018 Update. Draft Environmental Impact Report. Page. 3.8-2.

<sup>323</sup> Ibid.

<sup>324</sup> Tulare County. Three Rivers Community Plan 2018 Update. Page 73.

of Indian Affairs, and Bureau of Land Management, State Responsibility Area (SRA), Fire Safe Regulations (Title 14- Natural Resources Division 1.5, Department of Forestry Chapter 7, Fire Protection Subchapter 2, SRA Fire Safe Regulations Articles 1-5).. Although located very near areas of federal jurisdiction, and the fact that the proposed Project will not be funded by any federal sources, no federal wildland fire regulations would apply to the proposed Project.

### ***State***

#### **State Responsibility Area (SRA)**

“Wildland fire protection in California is the responsibility of either the State, local government, or the federal government. The State Responsibility Area (SRA) is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. Local responsibility area fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.

SRA regulations have been prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction, and development in SRA. These measures provide for emergency access; signing and building numbering; private water supply reserves for emergency fire use; and vegetation modification. These regulations do not apply to existing structures, roads, streets and private lanes or facilities. These regulations apply as appropriate to all construction within the SRA approved after January 1, 1991, (see Figure 10) SRA Zones and SRA regulations in (Attachment A-7).”<sup>325</sup>

### ***Local***

#### **Tulare County General Plan**

The proposed Project is located in state responsibility areas (SRA) or lands classified as very high fire hazard severity zones, would the project: The following Tulare County General Plan 2030 Update policies could apply to this Project as it is located in or near fire hazards areas and/or areas with potential for wildland fires: *HS-1.5 Hazard Awareness and Public Education* wherein the County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures; *HS-6.1 New Building Fire Hazards* wherein the County shall ensure that all building permits in urban areas, as well as areas with potential for wildland fires, are reviewed by the County Fire Chief; *HS-6.2 Development in Fire Hazard Zones* wherein the County shall ensure that development in extreme or high fire hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable State and County fire standards; *HS-6.4 Encourage Cluster Development* wherein the County shall encourage cluster developments in areas identified as subject to high or very high fire hazard, to provide for more localized and effective fire protection measures such as consolidations of fuel build-up abatement, firebreak maintenance, firefighting equipment access, and water service provision; *HS-6.5 Fire Risk Recommendations* wherein the County shall encourage the County Fire Chief to make recommendations to property owners regarding hazards associated with the use of materials, types of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply, and other important considerations regarding fire hazard that may be technically feasible but not included in present ordinances or policies; *HS-6.8 Private Water Supply* wherein the County shall require separately developed dwellings with individual private water supply to provide an acceptable guaranteed minimum supply of water for fire safety, in addition to the amount required for domestic needs.

#### **Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP)**

“The 2011 Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) for the Tulare Operational Area (County and all cities and special districts) was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA’s 2008 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short- and long-term strategies, involve planning, policy changes, programs, projects, and other activities.”<sup>326</sup>

“The Tulare County Emergency Operations Plan (EOP) establishes an emergency management organization and assigns functions and tasks consistent with California’s Standardized Emergency Management System (SEMS) and the National Incident Management

<sup>325</sup> Tulare County. Three Rivers Community Plan 2018 Update. Page 68.

<sup>326</sup> Tulare County. Tulare County General Plan 2030 Update. Draft Environmental Impact Report. 2018. Page 3.8-16.

System (NIMS). The plan provides for the integration and coordination of planning efforts of the County with those of the cities, special districts, and Tule River Tribe comprising the Operational Area, as well as neighboring jurisdictions and the State. The content of this plan is based on guidance provided by the State of California's Governor's Office of Emergency Services, the Federal Emergency Management Agency, and the US Department of Homeland Security. The intent of the EOP is to facilitate coordinated emergency response and post emergency short-term recovery by providing a framework for response to all significant emergencies, regardless of the nature of the event.”<sup>327</sup>

**a) – d) No Impact:** The proposed Project is located in an active area of wildland fire occurrence. The proposed Project site has the potential to expose people or structures to an increased risk of loss, injury or death due to wildland fire events. “The Tulare County 2030 General Plan Update includes Three Rivers within a “very high” fire threat area containing fire hazards based on fuels, terrain, weather, and other relevant factors.”<sup>328</sup>

“Emergency response and/or evacuation plans in the community of Three Rivers allow for the integration and coordinated response among local, state, and federal agencies. Three Rivers is considered a “Gateway” community and borders an international icon, Sequoia Kings Canyon National Park (SEKI). SEKI maintains its own emergency and law enforcement services and maintains mutual aid agreements with the County of Tulare.<sup>329</sup> “Emergency response and evacuation plans based on threats posed by wildland and structural fire issues in the Three Rivers UDB area benefit from the presence of federal, state, and local fire suppression services. The National Park Service (NPS) maintains fire brigades at Ash Mountain and Hammond Station. The Ash Mountain heliport provides emergency services with Helicopter 552 including search and rescue and fire suppression services. Cal Fire and Tulare County maintain fire stations in Three Rivers and nearby Lemon Cove. An air attack base can provide aerial tanker and air drop support within minutes and is located in nearby Porterville.”<sup>330</sup>

“The County of Tulare and the State of California maintain policies and regulations that seek to minimize the exposure of foothill communities and mountain service centers to wildfire events.

In geographical terms, the Three Rivers UDB largely falls into CalFire’s State Responsibility Area (SRA). CalFire oversight of at-risk locales, such as foothill communities, includes programs and regimens of wildland fire engineering, vegetation management programs, risk analysis, education, enforcement, and land use planning to the end of diminishing and ameliorating the risk posed by wildland fire.

Tulare County, in addition to a comprehensive reactive emergency plan and policy (2013 Emergency Operations Plan; See References Section) also outlines extensive preventative measures to combat the threat of wildland fire as delineated in the Health and Safety Element of the County’s General Plan 2030 Update.

This plan offers a comprehensive approach to preempting wildland fire outbreaks in the Project area. As discussed in Chapter 10, section 10.6 of Health and Safety Element, the County commits to ensuring “[t]hat development in very high or high fire hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable State and County fire standards. This shall include promoting the use of fire resistant materials designed to reduce fire vulnerability within high or very high fire hazard areas through use of Article 86-A of the 2001 California Fire Code, SRA Fire Safe Regulations, and other nationally recognized standards, as may be updated periodically. Special consideration shall be given to the use of fire-resistant-materials and fire-resistant-construction in the underside of eaves, balconies, unenclosed roofs and floors, and other similar horizontal surfaces in areas with steep slopes. Ensure new development proposals contain specific fire protection plans, actions, and codes for fire engineering features for structures in Very High Fire Hazard Safety Zones including automatic sprinklers as required by applicable codes.

In its enumeration of fire-safe preventative measures, a summary analysis of the safeguards found in the Health and Safety Element indicates upwards of twenty-five safety policies endorsed by the County’s planning department and enforced by the County’s fire department to the end of minimizing exposure of County residents, visitors, and public and private property to the effects of urban and wildland fires. Included among these safeguards are the encouragement of cluster development, water supply specifications sufficient for fire suppression (public and private), the creation of fire buffers, integration of open space, wildfire risk reduction

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<sup>327</sup> Ibid. 3.7-17.

<sup>328</sup> Op. Cit. 3.7-18 and -19.

<sup>329</sup> Op. Cit. 3.7-17.

<sup>330</sup> Op. Cit. 3.7-17.

related to climate change, and fuel breaks.”<sup>331</sup> A complete listing of these policies is available in Chapter 10 of the Health and Safety Element located in the Tulare County General Plan 2030 Update.

Based on overlapping and cumulative regulatory and administrative controls, safety policies and through the implementation of applicable regulations found in both County and State sources, the proposed Project will not substantially impair an adopted emergency response plan or emergency evacuation plan, it will not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; and it will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. As such, the proposed Project would result in no impacts to this resource Item.

**Cumulative Impact:** As noted earlier, cumulative regulatory and administrative controls, safety policies and through the implementation of applicable regulations found in both County and State sources and the analysis above, and as there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

## 21. MANDATORY FINDINGS OF SIGNIFICANCE

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b)	Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis:

The analysis conducted in this Initial Study/Environmental Impact Report results in a preliminary determination that the Project will have a less than significant effect on the local environment. A final determination will be made following conclusion of the EIR process. The proposed Project is a 3-story hotel which will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and outdoor swimming pool/cabana building. Consistent with Tulare County parking requirements, the proposed Project includes 108 standard parking stalls, (6 of which will be handicap accessible stalls). Utilities

<sup>331</sup> Op. Cit. 3.8-19 and -20.

include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration). The proposed Project is anticipated to have 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for a total of 168 daily vehicle trips.

**a) Less Than Significant Impact With Mitigation:** The analysis conducted in this Initial Study/Environmental Impact Report results in a preliminary determination that the Project will have a less than significant effect on biological and cultural resources from the construction and operation of the proposed Project will be less than significant with the incorporation of the **Mitigation Measures CUL-1** through **CUL -5** as contained in Item 5 Cultural Resources. The analysis contained in Item 4 Biological Resources concludes that this resource has the potential to be impacted and has included **Mitigation Measures BIO-1** through **BIO-16**. Accordingly, the proposed Project will involve no potential for significant impacts due to degradation of the quality of the environment, substantial reductions in the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reduction in the number or restriction of the range of a rare or endangered plant or animal or elimination of important examples of the major periods of California history or prehistory. As such, the impact will be less than significant for biological resources and less than significant with mitigation for cultural and tribal cultural resources.

**b) Less Than Significant Impact:** The analysis conducted in this Initial Study/Environmental Impact Report results in a preliminary determination that the Project will have a less than significant cumulative effect. Projects considered in a cumulative analysis include those that would be constructed concurrently with the Project and those that would be in operation at the same time as the Project. The cumulative projects considered in this analysis are limited to projects that would result in similar impacts to the Project due to their potential to collectively contribute to significant cumulative impacts, as well as other development projects that would be located in the vicinity of the Project. There are no similar projects (i.e., hotel/motel) under consideration or construction located in and around a 10-mile radius of the Project site. As such, its physical distance and location would not contribute to a cumulative impact.

Tulare County staff have preliminarily determined that there are no projects that could have the potential to contribute to cumulative impacts. The Project was preliminarily determined to have no impacts to Aesthetics, Agricultural Resources, Air Quality, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. The following environmental impacts were determined to be less than significant: Air Quality, Biological Resources, Cultural Resources, Greenhouse Gases, Noise, and Tribal Cultural Resources.

**c) Less Than Significant Impact:** The proposed Project will not result in substantial adverse effect on human beings, either directly or indirectly. Mitigation measures are provided to reduce the Project's potential effects on Biological Resources, Cultural Resources (and Tribal Cultural Resources), Greenhouse Gases, and Noise to less than significant (see **BIO-1** thorough **BIO-16**, **CUL-1** through **CUL-3**, **GHG-1** and **GH-2**, and **NOI-1** through **NOI-5**). No additional mitigation measures will be required. Therefore, implementation of the proposed Project would result in a less than significant impact.

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# Attachment “A”

## Air Quality and Greenhouse Gases

# **Air Quality & Greenhouse Gas Assessment**

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## **Three Rivers Hampton Inn and Suites Project**

Tulare County, California

### **Prepared For:**

Ineffable Hospitality, Inc.

**July 2020**

**(Updated October 2020)**



**ECORP Consulting, Inc.**  
ENVIRONMENTAL CONSULTANTS

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## **LIST OF ACRONYMS AND ABBREVIATIONS**

°F	Degrees Fahrenheit
µg/m <sup>3</sup>	Micrograms per cubic meter; ppm = parts per million
AB	Assembly Bill
AQMD	Air Quality Management District
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH <sub>4</sub>	Methane
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CO <sub>2</sub> e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EO	Executive Order
GHG	Greenhouse gas
GWP	Global warming potential

## **LIST OF ACRONYMS AND ABBREVIATIONS**

IPCC	Intergovernmental Panel on Climate Change
LOS	Level of service
N <sub>2</sub> O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Nitric oxides
O <sub>3</sub>	Ozone
OEHHA	California Office of Environmental Health Hazard Assessment
PM	Particulate matter
PM <sub>10</sub>	Coarse particulate matter 10 micrometers or smaller
PM <sub>2.5</sub>	Fine particulate matter 2.5 micrometers or smaller
ppb	Parts per billion
Project	Three Rivers Hampton Inn & Suites Project
RCPG	Regional Comprehensive Plan and Guide
ROGs	Reactive organic gases
SB	Senate Bill
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur dioxide
SO <sub>x</sub>	Sulfur oxides
SR	State Route
SRA	Source receptor area
TACs	Toxic air contaminants
USEPA	U.S. Environmental Protection Agency
VOCs	Volatile organic compounds

## 1.0 INTRODUCTION

This report documents the results of an Air Quality and Greenhouse Gas (GHG) Emissions Assessment completed for the Three Rivers Hampton Inn and Suites Project (Project), which is the construction of a three-story hotel on approximately 2.8 acres in Tulare County. The Project site is currently undeveloped.

This assessment was prepared using methodologies and assumptions recommended by the San Joaquin Valley Air Pollution Control District (SJVAPCD). Regional and local existing conditions are presented, along with pertinent emissions standards and regulations. The purpose of this assessment is to estimate Project-generated criteria air pollutants and GHG emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

### 1.1 Project Location and Description

The Project site is located within Tulare county, in the community of Three Rivers. Three Rivers is located in the northern portion of Tulare County, bordered by Fresno, Inyo, and Kings Counties. The Project site is located on approximately 2.8 acres, just east of State Highway 198 (see Figure 1. *Project Location*). The Project is the development of a Hampton Inn on the currently undeveloped Project site. The Project site is surrounded by a Comfort Inn and Suites hotel and a vacant commercial building to the north, and farmland and rural housing to the east, south, and west.

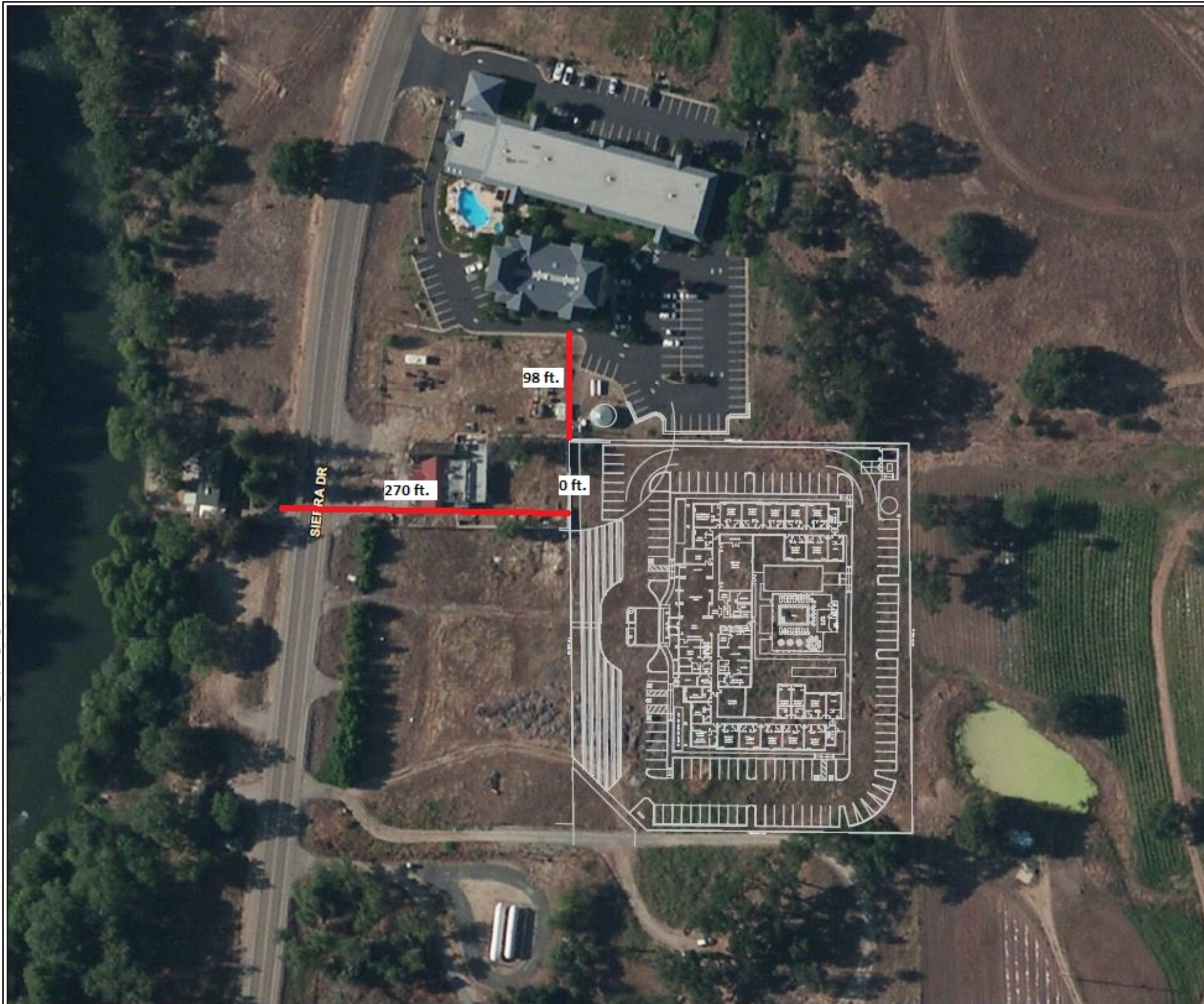
The Project is the development of a 105-room hotel with 108 parking spaces. The hotel is proposed to be three stories tall. Aside from the 105 guest rooms, the hotel is proposed to contain a meeting room, lobby, breakfast and food preparation areas, laundry, an employee breakroom, and more rooms typical of a moderate to high-end hotel. Other onsite infrastructure would include a swimming pool, two water tanks and wells, and a trash enclosure.

Per the Traffic Study prepared for the Project, the Project is conservatively anticipated to generate 860 additional one-way vehicle trips per day on Saturdays and 625 additional one-way vehicle trips per day on Sundays (VRPA 2020). Based on the CalEEMod defaults for Tulare County for weekday trip generation, the Project is anticipated to generate 858 additional one-way vehicle trips per day on weekdays.

A construction period of approximately one year is anticipated, with construction likely to begin in summer of 2021. Project construction is anticipated to include site preparation, grading, building construction, paving, and painting of buildings and parking space and road lines.

The Proposed Project site is designated for *Urban Development* in the Tulare County General Plan; however, the Project site is located in a generally rural area.

ECORP: N:\2020\2020-090 Hampton Inn and Suites Three Rivers\MAPS\Location\_Vicinity\HIS\_LnV\_CEQA\_20200722.mxd (CCH)-chirkelman 10/12/2020



#### Map Features

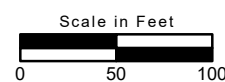
— Site Plan

Sources: ESRI, USGS



Map Date: 10/12/2020

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**Figure 1. Project Location and Vicinity**

2020-090 Hampton Inn and Suites Three Rivers

## **2.0 AIR QUALITY**

### **2.1 Air Quality Setting**

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that increase the potential for high levels of regional and local air pollutants. These factors are discussed below, along with the current regulatory structure that applies to the San Joaquin Valley Air Basin (SJVAB), which encompasses the Project site, pursuant to the regulatory authority of the SJVAPCD.

#### **2.1.1 San Joaquin Valley Air Basin**

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The SJVAB occupies the southern two-thirds of the Central Valley and includes the community of Three Rivers. The SJVAB is mostly flat, less than 1,000 feet in elevation, and is surrounded on three sides by the Sierra Nevada, Tehachapi, and Coast Range mountains. This bowl-shaped feature forms a natural barrier to the dispersion (spreading over an area) of air pollutants. As a result, the SJVAB is highly susceptible to pollutant accumulation over time (CARB 2003).

#### **Climate and Meteorology**

The climate in the SJVAB is strongly influenced by the presence of mountain ranges. The mountains create a partial rain shadow over the valley and block the free circulation of air, trapping stable air in the valley for extended periods. The climate is semi-arid and is characterized by long, hot, dry summers and cool, wet, and foggy winters. Based on historical data obtained from Weatherspark, the hot season in Visalia, located approximately 22 miles southwest of Three Rivers, lasts from June 1 to September 22, with an average daily high temperature above 88°F. The hottest day of the year is July 16, with an average high of 96°F and low of 65°F. The cool season lasts from November 20 to February 21, with an average daily high temperature below 64°F. The coldest day of the year is December 22, with an average low of 38°F and high of 56°F. The rainy period of the year lasts for seven months, from October 8 to May 8, with a sliding 31-day rainfall of at least 0.5 inches. The most rain falls during the 31 days centered around January 2, with an average total accumulation of 2.6 inches. The windier part of the year lasts from April 4 to July 23, with average wind speeds of more than 5.1 miles per hour. The windiest day of the year is May 30, with an average hourly wind speed of 5.9 miles per hour. The calmer time lasts from July 23 to April 4. The calmest day of the year is November 11, with an average hourly wind speed of 4.3 miles per hour (Weatherspark 2020).

#### **Atmospheric Stability and Inversions**

Stability describes the relative resistance of the atmosphere to vertical motion, which in turn mixes the air. The stability of the atmosphere is dependent on the vertical distribution of temperature with height. Unstable conditions often occur during daytime hours when solar heating warms the lower atmospheric layers while the upper layers remain cold. In contrast, an inversion is a layer of warmer air over a layer of cooler air. Inversions influence the mixing depth of the atmosphere, which is the vertical depth available

for diluting air pollution near the ground. The SJVAB experiences both surface-based and elevated inversions. The shallow surface-based inversions can be present in the morning but are often broken by daytime heating of the air layers near the ground. The deep, elevated inversions occur less frequently than the surface-based inversions but generally result in more severe air stagnation. The surface-based inversions occur more frequently in the fall, and the stronger elevated inversions usually occur during December and January. These naturally occurring conditions can make local air quality significantly worse than they would be without the inversions and the stagnation created by regional weather and topography.

### 2.1.2 Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O<sub>3</sub>), coarse particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and sulfur dioxide (SO<sub>2</sub>) are considered to be local pollutants because they tend to accumulate in the air locally. PM is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 2-1.

Table 2-1. Criteria Air Pollutants- Summary of Common Sources and Effects		
Pollutant	Major Manmade Sources	Human Health & Welfare Effects
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
NO <sub>2</sub>	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Causes brown discoloration of the atmosphere.
O <sub>3</sub>	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (N <sub>2</sub> O) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM <sub>10</sub> & PM <sub>2.5</sub>	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
SO <sub>2</sub>	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: California Air Pollution Control Officers Association (CAPCOA 2013)

## Carbon Monoxide

CO in the urban environment is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations of CO are typically found near crowded intersections and along heavy roadways with slow moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within relatively short distances of the source. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973.

## Nitrogen Oxides

Nitrogen gas comprises about 80 percent of the air and is naturally occurring. At high temperatures and under certain conditions, nitrogen can combine with oxygen to form several different gaseous compounds collectively called nitric oxides ( $\text{NO}_x$ ). Motor vehicle emissions are the main source of  $\text{NO}_x$  in urban areas.  $\text{NO}_x$  is toxic to animals and humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membrane, and skin. In animals, long-term exposure to  $\text{NO}_x$  increases susceptibility to respiratory infections, and lowering resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations can suffer from lung irritation or possible lung damage. Precursors of  $\text{NO}_x$ , such as NO and  $\text{NO}_2$ , attribute to the formation of  $\text{O}_3$  and  $\text{PM}_{2.5}$ . Epidemiological studies have also shown associations between  $\text{NO}_2$  concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

## Ozone

$\text{O}_3$  is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or ROGs and  $\text{NO}_x$  undergo photochemical reactions that occur only in the presence of sunlight. The primary source of ROG emissions is unburned hydrocarbons in motor vehicle and other internal combustion engine exhaust.  $\text{NO}_x$  forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level  $\text{O}_3$  to form. Ground-level  $\text{O}_3$  is the primary constituent of smog. Because  $\text{O}_3$  formation occurs over extended periods of time, both  $\text{O}_3$  and its precursors are transported by wind and high  $\text{O}_3$  concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when  $\text{O}_3$  levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level  $\text{O}_3$  exposure to a variety of problems including lung irritation, difficult breathing, permanent lung damage to those with repeated exposure, and respiratory illnesses.

## Particulate Matter

PM includes both aerosols and solid particulates of a wide range of sizes and composition. Of concern are those particles smaller than or equal to 10 microns in diameter size (PM<sub>10</sub>) and small than or equal to 2.5 microns in diameter (PM<sub>2.5</sub>). Smaller particulates are of greater concern because they can penetrate deeper into the lungs than larger particles. PM<sub>10</sub> is generally emitted directly as a result of mechanical processes that crush or grind larger particles or form the resuspension of dust, typically through construction activities and vehicular travel. PM<sub>10</sub> generally settles out of the atmosphere rapidly and is not readily transported over large distances. PM<sub>2.5</sub> is directly emitted in combustion exhaust and is formed in atmospheric reactions between various gaseous pollutants, including NO<sub>x</sub>, sulfur oxides (SO<sub>x</sub>) and VOCs. PM<sub>2.5</sub> can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne PM are on the respiratory system. Short-term exposure of high PM<sub>2.5</sub> and PM<sub>10</sub> levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure is associated with premature mortality and chronic respiratory disease. According to the U.S. Environmental Protection Agency (USEPA), some people are much more sensitive than others to breathing PM<sub>10</sub> and PM<sub>2.5</sub>. People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub>. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths.

### 2.1.3 Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Additionally, diesel engines emit a complex mixture of air pollutants composed of gaseous and solid material. The solid emissions in diesel exhaust are known as diesel particulate matter (DPM). In 1998, California identified DPM as a TAC based on its potential to cause cancer, premature death, and other health problems (e.g., asthma attacks and other respiratory symptoms). Those most vulnerable are children (whose lungs are still developing) and the elderly (who may have other serious health problems). Overall, diesel engine emissions are responsible for the majority of California's known cancer risk from outdoor air pollutants. Diesel engines also contribute to California's PM<sub>2.5</sub> air quality problems. Public exposure to TACs can result from emissions from normal

operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

## **Diesel Exhaust**

Most recently, CARB identified DPM as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine (USEPA 2002). Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs; due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

### **2.1.4 Ambient Air Quality**

Ambient air quality at the Project site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are the pollutant species most potently affecting the Project region. As described in detail below, the region is designated as a nonattainment area for the federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> (CARB 2018). The Visalia monitoring station, located at 310 N. Church St., Visalia, CA 93291, located approximately 22 miles southwest of the Project site monitors ambient concentrations of O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered “generally” representative of ambient concentrations in the Project area.

Table 2-2 summarizes the published data concerning O<sub>3</sub>, PM<sub>2.5</sub> and PM<sub>10</sub> since 2016 for each year that the monitoring data is provided.

<b>Table 2-2. Summary of Ambient Air Quality Data</b>			
<b>Pollutant Standards</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>O<sub>3</sub></b>			
Max 1-hour concentration (ppm)	0.098	0.109	0.112
Max 8-hour concentration (ppm) (state/federal)	0.083 / 0.083	0.092 / 0.091	0.095 / 0.094
Number of days above 1-hour standard (state/federal)	1 / 0	9 / 0	8 / 0
Number of days above 8-hour standard (state/federal)	19 / 0	65 / 6	58 / 7
<b>PM<sub>10</sub></b>			
Max 24-hour concentration (µg/m <sup>3</sup> ) (state/federal)	132.5 / 137.1	145.7 / 144.8	159.6 / 153.4
Number of days above 24-hour standard (state/federal)	* / 0	135.9 / 0	164.4 / 0
<b>PM<sub>2.5</sub></b>			
Max 24-hour concentration (µg/m <sup>3</sup> ) (state/federal)	132.5 / 137.1	145.7 / 144.8	159.6 / 153.4
Number of days above federal 24-hour standard	21.3	26.7	42.3

Source: CARB 2019a

µg/m<sup>3</sup> = micrograms per cubic meter; ppm = parts per million

\* = Insufficient data available

The USEPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the Tulare County portion of the SJVAB, which encompasses the Project site, is included in Table 2-3.

<b>Table 2-3. Attainment Status for the San Joaquin Valley Air Basin</b>		
<b>Pollutant</b>	<b>State Designation</b>	<b>Federal Designation</b>
O <sub>3</sub>	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO <sub>2</sub>	Attainment	Unclassified/Attainment
SO <sub>2</sub>	Attainment	Unclassified/Attainment

Source: CARB 2018

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for

determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as nonattainment area for federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> standards (CARB 2018).

### **2.1.5 Sensitive Receptors**

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors to the Project site are the Comfort Inn and Suites located approximately 98 feet north of the Project site boundary, the vacant commercial building located approximately zero feet west of the Project site boundary, and a residence located across State Highway 198 from the site, approximately 270 feet to the west. The distance to the Comfort Inn and Suites was measured from the property line of the Proposed Project to the portion of the Comfort Inn and Suites property line which is located adjacent to the nearest hotel building on the property (see Figure 1). The parking lot located in the southeast section of the Comfort Inn and Suites site is not considered to be the nearest point to the sensitive receptor, as visitors to the hotel would spend the majority of their stay in their hotel room, in the nearby community center, and/or in Sequoia and Kings Canyon National Parks, thus remaining in the parking lot for a relatively short duration. In addition, hotel staff would spend relatively little time in the hotel parking lot.

## **2.2 Regulatory Framework**

### **2.2.1 Federal**

#### **Clean Air Act**

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the USEPA to establish the NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide (CO<sub>2</sub>) is an air pollutant covered by the CAA; however, no NAAQS have been established for CO<sub>2</sub>.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults

can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 2-3 lists the federal attainment status of the SJVAB for the criteria pollutants.

### **2.2.2 State**

#### **California Clean Air Act**

The California Clean Air Act (CCAA) allows the state to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

#### **California State Implementation Plan**

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register.

The SJVAPCD is the agency primarily responsible for ensuring that national and state ambient air quality standards are not exceeded and that air quality conditions are maintained in the SJVAB. In an attempt to achieve NAAQS and CAAQS and maintain air quality, the air district has completed the following air quality attainment plans and reports, which together constitute the SIP for the portion of the SJVAB encompassing the Project:

- **2004 Extreme Ozone Attainment Demonstration Plan and 2013 Plan for the Revoked 1-Hour Ozone Standard.** The SJVAPCD initially adopted this plan in 2004 to address EPA's 1-hour ozone standard. Although the EPA approved the SJVAPCD's 2004 plan in 2010, the EPA withdrew this approval as a result of a court ruling in November 2012. The SJVAPCD adopted a new plan for the EPA's revoked 1-hour ozone standard in September 2013 (SJVAPCD 2013).
- **2007 Ozone Plan.** The Ozone Plan, approved in 2007, contains a comprehensive list of regulatory and incentive-based measures to reduce emissions and particulate matter with the goal of addressing the EPA's standards. The 2007 Ozone Plan calls for a 75 percent reduction of ozone-forming NO<sub>x</sub> emissions (SJVAPCD 2007a). These NO<sub>x</sub> reductions are preferred and essential to meeting the new 8-hour ozone and PM<sub>2.5</sub> standards. The plan calls for new and more stringent rules and regulations for stationary sources, new and more stringent tail-pipe emission standards for mobile sources, emission standards for locomotives, local regulations and voluntary measures to reduce and/or mitigate mobile source emissions, incentive-based measures, and alternative compliance programs. This plan also addresses EPA's 8-hour ozone standard of 84 parts per billion (ppb), which was established by EPA in 1997 (SJVAPCD 2007a).
- **2009 Reasonably Available Control Technology Demonstration for Ozone State Implementation Plan.** The SJVAPCD adopted the Reasonably Available Control Technology (RACT) Demonstration for Ozone State Implementation Plan in 2009. The Clean Air Act requires RACT for certain sources in all nonattainment areas. The SJVAPCD is required to ensure the EPA's Control Techniques Guidance (CTG) is being implemented through SJVAPCD regulations. The 42 CTGs were developed to control major sources of emissions (SJVAPCD 2009).
- **2016 Plan for the 2008 8-Hour Ozone Standard.** The Ozone Plan, approved in 2016, contains a comprehensive list of regulatory and incentive-based measures to reduce emissions and particulate matter with the goal of addressing the EPA's standards. The plan calls for new and more stringent rules and regulations for stationary sources, new and more stringent tail-pipe emission standards for mobile sources, emission standards for locomotives, local regulations and voluntary measures to reduce and/or mitigate mobile source emissions, incentive-based measures, and alternative compliance programs. This plan satisfies CAA requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard (SJVAPCD 2016a).
- **2020 Reasonably Available Control Technology Demonstration Plan.** The SJVAPCD adopted the 2020 Reasonably Available Control Technology (RACT) Demonstration Plan for the 2015 8-Hour Ozone Standard on June 18, 2020. The Plan guides implementation of RACT requirements for sources subject to EPA Control Techniques Guidelines (CTGs) and for major sources of VOCs and NO<sub>x</sub>, to reduce ozone emissions and help attain ozone reduction goals (SJVAPCD 2020a).
- **2007 PM<sub>10</sub> Maintenance Plan and Request for Redesignation.** In 2007, the SJVAPCD adopted the 2007 PM<sub>10</sub> Attainment Plan to ensure the continued attainment of the EPA's PM<sub>10</sub> standard. Since the EPA determined that the air basin had attained the federal PM<sub>10</sub> standards on October 30, 2006, the valley is designated as an attainment area (SJVAPCD 2007b).

- **2016 Moderate Area Plan for the 2012 PM<sub>2.5</sub> Standard.** In 2016, the SJVAPCD adopted the 2016 PM<sub>2.5</sub> Plan to address the EPA's 24-hour standards. The plan utilizes the best available information to develop a strategy to demonstrate attainment of the federal standard for PM<sub>2.5</sub>. A number of local strategies are included in the plan, including regulations to address stationary sources, use of a risk-based approach to prioritize measures to expedite attainment standards, incentive measures, technology advances, policy efforts to shape new legislation, and public outreach (SJVAPCD 2016b).
- **2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards.** This Plan outlines a strategy to attain the federal health-based 1997, 2006, and 2012 national ambient air quality standards (standards, or NAAQS) for fine particulate matter (PM<sub>2.5</sub>); as expeditiously as considered practical by the SJVAPCD. The EPA 1997 standard for PM<sub>2.5</sub> is an annual average standard of 15 micrograms per cubic meter (µg/m<sup>3</sup>) and a 24-hour average standard of 65 µg/m<sup>3</sup>, the 2006 standard is a 24-hour average standard of 35 µg/m<sup>3</sup>, and the 2012 annual standard is an annual PM<sub>2.5</sub> standard of 12 µg/m<sup>3</sup> (SJVAPCD 2018).

### **Tanner Air Toxics Act & Air Toxics "Hot Spots" Information and Assessment Act**

CARB's Statewide comprehensive air toxics program was established in 1983 with Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

CARB also administers the state's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731, which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

### **2.2.3 Local**

#### **San Joaquin Valley Air Pollution Control District**

The local air quality agency affecting the SJVAB is the San Joaquin Valley Air Pollution Control District (SJVAPCD), which is charged with the responsibility of implementing air quality programs and ensuring that national and state ambient air quality standards are not exceeded and that air quality conditions are maintained in the SJVAB. In an attempt to achieve national and state ambient air quality standards and maintain air quality, the air district has completed several air quality attainment plans and reports, which together constitute the State Implementation Plan (SIP) for the portion of the SJVAB encompassing the Project.

The SJVAPCD has also adopted various rules and regulations for the control of stationary and area sources of emissions. Provisions applicable to the Proposed Project are summarized as follows:

- **Regulation IV (Prohibitions), Rule 4101 Visible Emissions.** The purpose of this rule is to prohibit the emissions of visible air contaminants to the atmosphere.. It prohibits emissions of visible air contaminants into the atmosphere for a period or periods aggregating more than three minutes in any one hour which exceeds opacity or shade standards.
- **Regulation IV (Prohibitions), Rule 4102, Nuisance.** The purpose of this rule is to protect the health and safety of the public. The rule prohibits discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such person or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Regulation IV (Prohibitions), Rule 4601, Architectural Coatings.** The rule limits volatile organic compound (VOC) emissions from architectural coatings and specifies practices for proper storage, cleanup, and labeling requirements. Rule 4601 applies to “any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufactures, blends or repackages any architectural coating for use within the District.” Materials covered by the rule include adhesives, architectural coatings, paints, varnishes, sealers, stains, concrete curing compounds, concrete/masonry sealers, and waterproofing sealers. The rule contains VOC content limits for colorants and coatings with different VOC limits for prior to and after January 1<sup>st</sup>, 2022.
- **Regulation IV (Prohibitions), Rule 4641, Cutback, Slow Curve and Emulsified Asphalt, Paving and Maintenance Operations.** The purpose of this rule is to limit VOC emissions by restricting the application and manufacturing of certain types of asphalt and maintenance operations and applies to the use of these materials. Specifically, certain types of asphalt cannot be used for penetrating prime coat, dust palliative, or other paving: rapid cure and medium cure cutback asphalt, slow cure asphalt that contains more than 0.5 percent of organic compound which evaporates at 500°F or lower, and emulsified asphalt containing VOC in excess of 3 percent which evaporates at 500°F or lower.
- **Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions), Rules 8021–8071, Fugitive PM<sub>10</sub> Prohibitions.** The purpose of these rules is to limit airborne particulate emissions associated with construction, demolition, excavation, extraction, and other earthmoving activities, as well as with open disturbed land and emissions associated with paved and unpaved roads. Accordingly, these rules include specific measures to be employed to prevent and reduce fugitive dust emissions from anthropogenic sources.
- **Regulation IX (Mobile and Indirect Sources), Rule 9510, Indirect Source Review.** This rule is the result of state requirements outlined in California Health and Safety Code Section 40604 and the SIP. The air district’s SIP commitments were originally contained in the SJVAPCD’s 2003 PM<sub>10</sub> Plan and 2004 Extreme Ozone Attainment Demonstration Plan, which presented the SJVAPCD’s strategy to reduce PM<sub>10</sub> and NO<sub>x</sub> in order to reach the ambient air pollution standards on schedule, which had been 2010. The plans quantify the reduction from current SJVAPCD rules and

proposed rules, as well as state and federal regulations, and then model future emissions to determine whether the SJVAPCD may reach attainment for applicable pollutants. This rule is meant to reduce emissions of NO<sub>x</sub> and PM<sub>10</sub> from new development projects that attract or generate motor vehicle trips. In general, new development contributes to the air pollution problem in the SJVAB by increasing the number of vehicles and vehicle miles traveled. Although newer, cleaner technology is reducing per-vehicle pollution, the emissions increase from new development partially offsets emission reductions gained from technology advances.

Per Section 2.1, this rule applies to any applicant that seeks to gain a final discretionary approval for a development project, or any portion thereof that meets certain size and use requirements. Per Section 2.2, this rule also applies to any applicant that seeks to gain approval from a public agency for a large development project that meets certain size and use requirements. Rule 9510 applies to the Project under Section 2.2, as the Project is otherwise permitted by-right and is 10,000 square feet or more of commercial space. In accordance with this rule, developers of larger residential, commercial, and industrial projects are required to reduce smog-forming NO<sub>x</sub> and PM<sub>10</sub> emissions from their projects' baselines as follows (SJVAPCD 2017):

- 20 percent of construction NO<sub>x</sub> exhaust
- 45 percent of construction PM<sub>10</sub> exhaust
- 33 percent of operational NO<sub>x</sub> over 10 years
- 50 percent of operational PM<sub>10</sub> over 10 years

These reductions are intended to be achieved through incorporation of on-site reduction measures. If, after implementation of on-site emissions reduction measures project emissions still exceed the minimum baseline reduction, the Indirect Source Review requires a project applicant to pay an off-site fee to the SJVAPCD, which is then used to fund clean-air projects within the air basin.

## **2.3 Air Quality Emissions Impact Assessment**

### **2.3.1 Thresholds of Significance**

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to air quality if it would do any of the following:

- 1) Conflict with or obstruct implementation of any applicable air quality plan.
- 2) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- 3) Expose sensitive receptors to substantial pollutant concentrations.

- 4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### **2.3.2 Methodology**

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the SJVAPCD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Tulare County.

Operational air pollutant emissions were based on the Project site plans and the estimated weekend traffic trip generation rates calculated by VRPA Technologies, Inc. (2020), and the CalEEMod defaults for Tulare County for weekday trip generation.

### **2.3.3 Impact Analysis**

#### **Project Construction-Generated Criteria Air Quality Emissions**

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including ROG, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The largest amount of ROG, CO, SO<sub>x</sub>, and NO<sub>x</sub> emissions would occur during the earthwork phase. PM<sub>10</sub> and PM<sub>2.5</sub> emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

During construction activities, the Project would be required to comply with SJVAPCD Regulation VIII (Fugitive PM<sub>10</sub> Prohibitions). The purpose of this regulation is to limit airborne particulate emissions associated with construction, demolition, excavation, extraction, and other earthmoving activities, as well as with open disturbed land and emissions associated with paved and unpaved roads. Accordingly, these rules include specific measures to be employed to prevent and reduce fugitive dust emissions from anthropogenic sources. For instance, the Project applicant would be required to prepare a dust control plan. Construction activities anywhere within the regulatory jurisdiction of the SJVAPCD, including the Proposed Project site, may not commence until the SJVAPCD has approved or conditionally approved the dust control plan, which must describe all fugitive dust control measures that are to be implemented before, during, and after any dust-generating activity. Regulation VIII specifies the following measures that may be included in the dust control plan to minimize fugitive dust emissions:

- Apply water to unpaved surfaces and areas.
- Use nontoxic chemical or organic dust suppressants on unpaved roads and traffic areas.

- Limit or reduce vehicle speed on unpaved roads and traffic areas to a maximum 15 miles per hour.
- Maintain areas in a stabilized condition by restricting vehicle access.
- Install wind barriers.
- During high winds, cease outdoor activities that disturb the soil.
- Keep bulk materials sufficiently wet when handling.
- Store and handle materials in a three-sided structure.
- When storing bulk materials, apply water to the surface or cover the storage pile with a tarp.
- Don't overload haul trucks. Overloaded trucks are likely to spill bulk materials.
- Cover haul trucks with a tarp or other suitable cover. Or, wet the top of the load enough to limit visible dust emissions.
- Clean the interior of cargo compartments on emptied haul trucks prior to leaving a site.
- Prevent trackout by installing a trackout control device.
- Clean up trackout at least once a day. If along a busy road or highway, clean up trackout immediately.
- Monitor dust-generating activities and implement appropriate measures for maximum dust control.

The SJVAPCD's (2015) Guidance for Assessing and Mitigating Air Quality Impacts identifies significance thresholds for ROG, CO, and NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction-generated criteria air pollutant emissions associated with the Proposed Project were calculated using CalEEMod. Predicted maximum annual construction-generated emissions of criteria air pollutants for the Proposed Project are summarized in Table 2-4.

**Table 2-4. Construction-Related Emissions - Fugitive PM<sub>10</sub> Prohibitions Included**

Construction Year	Maximum Pollutants (tons per year)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Annual (Maximum Tons per Year)</b>						
Year One Construction (2021)	0.71	2.65	2.62	0.00	0.21	0.14
Year Two Construction (2022)	0.20	0.71	0.78	0.00	0.05	0.03
<i>SJVAPCD Potentially Significant Impact Threshold</i>	10	10	100	27	15	15
<b>Exceed SJVAPCD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SJVAPCD Regulation VIII. The specific regulation applied in CalEEMod was watering unpaved surfaces two times per day.

Emissions account for the site preparation and grading for 2.8 acres.

As shown in Table 2-4, construction-generated emissions would not exceed SJVAPCD significance thresholds.

In addition to the SJVAPCD criteria air pollutant thresholds, SJVAPCD Rule 9510, Indirect Source Review, Section 2.2, aims to fulfill the District's emission reduction commitments in the PM<sub>10</sub> and Ozone Attainment Plans. This rule applies to construction projects within the jurisdiction of the SJVAPCD which upon full build-out will include any one of the following:

- 250 residential units;
- 10,000 square feet of commercial space;
- 125,000 square feet of light industrial space;
- 500,000 square feet of heavy industrial space;
- 100,000 square feet of medical office space;
- 195,000 square feet of general office space;
- 45,000 square feet of educational space;
- 50,000 square feet of government space;
- 100,000 square feet of recreational space; or
- 45,000 square feet of space not identified above..

This rule also applies to any transportation or transit project where construction exhaust emissions equal or exceed two tons of NO<sub>x</sub> or two tons of PM<sub>10</sub>. The project developers are required to reduce concentrations of NO<sub>x</sub> by 20 percent and PM<sub>10</sub> by 45 percent during construction activities. Development projects that have a mitigated baseline below two tons per year of NO<sub>x</sub> and two tons per year of PM<sub>10</sub> shall be exempt from the requirements per Rule 9510 (SJVAPCD 2017).

The Project is proposing the construction of more than 10,000 square feet of commercial space, permitted by-right. Thus, adherence to Rule 9510 is required of the Proposed Project. In accordance with Rule 9510, the Project applicant is required to prepare a detailed air impact assessment (AIA) for submittal to the SJVAPCD, which demonstrates reduction of NO<sub>x</sub> emissions from the Project's baseline by 20 percent and a reduction of PM<sub>10</sub> by 45 percent. Therefore, the following mitigation is required.

### Mitigation Measures

#### **AQ-1**

In accordance with SJVAPCD Rule 9510, a detailed air impact assessment (AIA) shall be prepared detailing the specific construction requirement (i.e., equipment required, hours of use, etc.). In accordance with this rule, emissions of NO<sub>x</sub> from construction equipment greater than 50 horsepower used or associated with the development Project shall be reduced by 20 percent from baseline (unmitigated) emissions and PM<sub>10</sub> shall be reduced by 45 percent. The Project shall demonstrate compliance with Rule 9510, including payment of all applicable fees, before issuance of the first building permit.

While the specific emission reduction measures will be developed to the satisfaction of the SJVAPCD, the following measures would reduce short-term air quality impacts attributable to the Proposed Project consistent with Rule 9510:

- During all construction activities, all diesel-fueled construction equipment including, but not limited to, rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors shall be of a certified clean fleet.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept on-site and made available upon request by the SJVAPCD or the County.
- The Project applicant shall comply with all applicable SJVAPCD rules and regulations. Copies of any applicable air quality permits and/or monitoring plans shall be provided to the County.

*Timing/Implementation:*                      *During the construction period*

*Monitoring/Enforcement:*                      *Tulare County*

As demonstrated in Table 2-5, implementation of mitigation measure AQ-1 would reduce annual NO<sub>x</sub> emissions by as much as 75 percent during each phase of construction and would reduce annual PM<sub>10</sub> emissions by more than 60 percent, which is far beyond the reduction needed to achieve the SJVAPCD Rule 9510 target. The actual emissions reduction would depend on the construction fleet utilized for construction, as clean fleet vehicles vary in emissions.

<b>Table 2-5. Construction Related NO<sub>x</sub> and PM<sub>10</sub> Emissions- Baseline and Mitigated (tons per year)</b>			
<b>Construction Year</b>	<b>NO<sub>x</sub> Baseline</b>	<b>NO<sub>x</sub> Mitigated</b>	<b>Percent Reduction</b>
Year One Construction (2021)	2.65	0.61	77%
Year Two Construction (2022)	0.71	0.18	75%
<b>SJVAPCD Potentially Significant Impact Threshold</b>			<b>20%</b>
<b>Construction Year</b>	<b>PM<sub>10</sub> Baseline</b>	<b>PM<sub>10</sub> Mitigated</b>	<b>Percent Reduction</b>
Year One Construction (2021)	0.19	0.07	63%
Year Two Construction (2022)	0.05	0.02	60%
<b>SJVAPCD Potentially Significant Impact Threshold</b>			<b>45%</b>

Source: CalEEMod version 2013.2.2. See Attachment A for emission outputs

Notes: Percent reduction calculated using  $((\text{baseline} - \text{mitigated}) / \text{baseline}) = \text{percent reduction}$

As previously stated, construction-generated emissions would not exceed SJVAPCD significance thresholds. However, the Project is the construction of a by-right commercial project over 10,000 square feet, instigating the implementation of Rule 9510. Rule 9510 requires a project to reduce NO<sub>x</sub> emissions from the Project's baseline by 20 percent and reduce annual PM<sub>10</sub> emissions by 45 percent. Mitigation measure AQ-1 would result in a greater than required reduction in NO<sub>x</sub> and PM<sub>10</sub> emissions from baseline for all construction activities. Note that the actual emissions reduction would depend on the construction fleet utilized for construction, as clean fleet vehicles vary in emissions. Since the project's emissions would not exceed SJVAPCD thresholds, no exceedance of the ambient air quality standards would occur, and no health effects from project criteria pollutants would occur.

### Project Operations Criteria Air Quality Emissions

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM<sub>10</sub>, PM<sub>2.5</sub>, CO, and SO<sub>2</sub> as well as ozone precursors such as ROG and NO<sub>x</sub>. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Table 2-6 summarizes operational emissions from the Proposed Project.

The SJVAPCD's (2015) Guidance for Assessing and Mitigation Air Quality Impacts identifies significance thresholds for ROG, CO, and NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational-generated O<sub>3</sub> precursor emissions associated with the both Proposed Project were calculated using CalEEMod. Predicted maximum annual operational-generated emissions of criteria air pollutants for the Proposed Projects are summarized in Table 2-6.

Table 2-6. Operational Emissions						
Emission Source	Maximum Pollutants (tons per year) – Operations Commencing 2022					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project Annual Emissions</b>						
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.08	0.07	0.00	0.00	0.00
Mobile	0.24	2.05	2.24	0.00	0.60	0.16
<b>Total</b>	<b>0.58</b>	<b>2.14</b>	<b>2.32</b>	<b>0.00</b>	<b>0.60</b>	<b>0.17</b>
<i>SJVAPCD Significance Threshold</i>	<i>10</i>	<i>10</i>	<i>100</i>	<i>27</i>	<i>15</i>	<i>15</i>
<b>Exceed SJVAPCD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

Notes: Emissions projections account for trip generation rates identified by VRPA Technologies, Inc. (2020) for weekend trips and CalEEMod default trips for Tulare County for weekday trips.

As indicated in Table 2-6, operational-generated emissions would not exceed SJVAPCD significance thresholds.

As previously mentioned, SJVAPCD Rule 9510 is intended to fulfill the region's emission reduction commitments in the SJVAPCD PM<sub>10</sub> and Ozone Attainment Plans. The Proposed Project is subject to Rule 9510 and would be required to consult with the SJVAPCD regarding the specific applicability of Rule 9510 in relation to Project operations. In accordance with Rule 9510, the Project applicant would be required to prepare a detailed air impact assessment for submittal to the SJVAPCD demonstrating the reduction from the Project's baseline of NO<sub>x</sub> emissions. The following mitigation is required.

### Mitigation Measures

#### **AQ-2**

In accordance with SJVAPCD Rule 9510, a detailed air impact assessment shall be prepared detailing the operational characteristics associated with the Proposed Project. In accordance with this rule, operational emissions of NO<sub>x</sub> shall be reduced by a minimum of 33.3 percent and operational emissions of PM<sub>10</sub> must be reduced by a minimum of 50 percent over a period of ten years. (Emissions reductions are in comparison to the Project's operational baseline emissions presented in Table 2-6.) The Project would demonstrate compliance with Rule 9510, including payment of all applicable fees, before issuance of the first building permit.

Based on the findings of the air impact assessment, the applicant shall pay the SJVAPCD a monetary sum necessary to offset the required operational emissions that are not reduced by the emission reduction measures contained in the air impact assessment. The quantity of operational emissions that need to be offset will be calculated in accordance with the methodologies identified in Rule 9510, Indirect

Source Review, and approved by the SJVAPCD. Operational emissions reduction methods will be selected under the direction of the SJVAPCD according to the air impact assessment process detailed in, and required by Rule 9510, Indirect Source Review (see Rule 9510, subsection 5).

*Timing/Implementation:* *Prior to the issuance of building permits*

*Monitoring/Enforcement:* *County of Tulare Planning and Building Department*

Since the project's emissions do not exceed SJVAPCD thresholds, no exceedance of the ambient air quality standards would occur, and no health effects from project criteria pollutants would occur.

As previously identified, the Tulare County portion of the SJVAB is listed as a nonattainment area for the federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. O<sub>3</sub> is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM can adversely affect the human respiratory system. As shown in Table 2-6, the Proposed Project would result in increased emissions of the O<sub>3</sub> precursor pollutants ROG and NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the SJVAB is contained in the SJVAPCD air quality planning documents, previously described. The SJVAPCD air quality attainment plans and reports provide control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SJVAPCD are designed to meet the objectives of regional air quality planning efforts and in doing so achieve attainment status with state and federal standards. As noted above, the Project would increase the emission of these pollutants, but would not exceed the thresholds of significance established by the SJVAPCD for purposes of reducing air pollution and its deleterious health effects.

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno [Friant Ranch, L.P.]* [2018] 6 Cal.5<sup>th</sup> 502, Case No. S219783). Pursuant to Rule 8.520(f) of the Rules of the California Court, the SJVAPCD filed an amicus curiae brief in regard to this case. In the brief, SJVAPCD provided technical explanations as to why it may not be feasible for a project to relate the expected adverse air quality impacts to likely health consequences. As summarized below, for the reasons set forth by the SJVAPCD, the Proposed Project's air pollutant contribution currently cannot feasibly be directly related to likely health consequences. The technical demands for feasibly and accurately relating regional air pollutants to likely health consequences are too high for this Proposed Project at this time. The technical challenges are listed below, with the SJVAPCD amicus brief providing support on the findings for the Proposed Project:

- O<sub>3</sub> is not formed at the location of sources/emissions, which necessitates the use of complex and more sophisticated modeling that is not reasonably feasible for the Proposed Project at this time.

"For the so-called criteria pollutants, such as O<sub>3</sub>, it may be more difficult to quantify health impacts. O<sub>3</sub> is formed in the atmosphere from the chemical reaction of NO<sub>x</sub> and VOC [ROG] in the presence of sunlight. It takes time and the influence of meteorological conditions for these reactions to occur, so O<sub>3</sub> may be formed at a distance downwind from the sources." [SJVAPCD p.11]

- O<sub>3</sub> and secondary PM formation is complex, which necessitates the use of more sophisticated modeling that is not reasonably feasible for the Project at this time. The Proposed Project, while much smaller in scale to the Friant Ranch project, similarly includes area wide sources and mobile sources.

"Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of O<sub>3</sub> or PM. This is especially true for a project like Friant Ranch where most of the criteria pollutant emissions derive not from a single 'point source,' but from area wide sources (consumer products, paint, etc.) or mobile sources (cars and trucks) driving to, from and around the site." [SJVAPCD p.9]

- The quantity of precursor emissions is not proportional to local O<sub>3</sub> and secondary PM concentration, which necessitates the use of complex and more sophisticated modeling that is not reasonably feasible for the Proposed Project at this time.

"Ground level O<sub>3</sub> (smog) is not directly emitted into the air but is formed when precursor pollutants such as NO<sub>x</sub> and VOCs [ROG] are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight. Once formed, O<sub>3</sub> can be transported long distances by wind. Because of the complexity of O<sub>3</sub> formation, a specific tonnage amount of NO<sub>x</sub> or VOCs [ROG] emitted in a particular area does not equate to a particular concentration of O<sub>3</sub> in that area." [SJVAPCD p.4]

"Secondary PM, like O<sub>3</sub>, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as SO<sub>x</sub> and NO<sub>x</sub>. Because of the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area." [SJVAPCD p.5]

- Emissions do not cause health effects – it is the resulting concentration of criteria pollutants, which is influenced by sunlight, complex reactions, and transport, which necessitates the use of complex and more sophisticated modeling that is not reasonably feasible for the Proposed Project at this time.

"The disconnect between the tonnage of precursor pollutants (NO<sub>x</sub>, SO<sub>x</sub> and VOCs [ROG]) and the concentration of O<sub>3</sub> or PM formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting O<sub>3</sub> or PM." [SJVAPCD p.5]

- Currently available modeling tools are appropriate for regional evaluations, but not individual projects like the Proposed Project.

"For instance, the computer models used to simulate and predict an attainment date for the O<sub>3</sub> or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NO<sub>x</sub>, SO<sub>x</sub> and VOCs [ROG]) and the atmospheric chemistry and meteorology of the Valley... the models simulate future O<sub>3</sub> or PM levels based on predicted changes in precursor emissions Valley wide... The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which all of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment." [SJVAPCD p.6-7]

"Thus, the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional, "cumulative impacts."" [SJVAPCD p.8]

"...the currently available modeling tools are equipped to model the impact of all emission sources in the Valley on attainment... Running the photochemical grid model used for predicting O<sub>3</sub> attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO<sub>x</sub> and VOC [ROG] in the Valley) is not likely to yield valid information given the relative scale involved." [SJVAPCD p.9-10]

- The SJVAPCD indicates that it is currently impossible to accurately correlate project level emissions to specific health impacts.

"Finally, even once a model is developed to accurately ascertain local increases in concentrations of photochemical pollutants like O<sub>3</sub> and some particulates, it remains impossible, using today's models, to correlate that increase in concentration to a specific health impact. The reason is the same: such models are designed to determine regional, population-wide health impacts, and simply are not accurate when applied at the local level." [SJVAPCD p.10]

For the reasons set forth above, it is not currently feasible to relate the Proposed Project's contribution of regional air pollutants to likely health consequences. The SJVAPCD is responsible for assessing air pollutant impacts regionally, and the potential health consequences from those on a regional basis. The current evaluation on the limitations and uncertainties of existing tools is consistent with SJVAPCD findings. Currently available regional modeling tools are not designed to capture changes in pollutant concentrations for this Proposed Project that would be meaningful. This is due in part to a relatively coarse spatial resolution (e.g., greater than 4 x 4 kilometers) which makes it speculative to discern regional Project impacts on air quality.

### **Conflict with the SJVAPCD Air Quality Attainment Plans**

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based

programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The SJVAPCD prepared the 2004 Extreme Ozone Attainment Demonstration Plan, 2013 Plan for the Revoked 1-Hour Ozone Standard, 2007 Ozone Plan, 2009 Reasonably Available Control Technology Demonstration for Ozone State Implementation Plan, 2016 Plan for the 2008 8-Hour Ozone Standard, 2016 Moderate Area Plan for the 2012 PM<sub>2.5</sub> Standard, 2013 Plan for the Revoked 1-Hour Ozone Standard, 2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards, 2020 RACT Demonstration, and 2007 PM<sub>10</sub> Maintenance Plan and Request for Re-designation. These plans collectively address the air basin's nonattainment status with the national and state O<sub>3</sub> standards as well as particulate matter by establishing a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and the latest population growth projections and associated vehicle miles traveled projections for the region. SJVAPCD's latest population growth forecasts were defined in consultation with local governments and with reference to local general plans.

The Project site is designated for *Urban Development* by the General Plan. The General Plan identifies the *Urban Development* designation as meant for development generally characterized by low to high density residential development, commercial development, industrial development, and typically supported by public services such as central water and sewer systems. The Project is consistent with this General Plan designation and would not exceed the population or job growth projections used by the SJVAPCD to develop its air quality attainment plans. Additionally, as shown in Table 2-4 and Table 2-6 above, both Project construction and Project operations would not generate emissions that would exceed SJVAPCD significance thresholds. Furthermore, the implementation of AQ-1 would reduce construction-generated emissions below what is required in Rule 9510 and AQ-2 would reduce operational-generated emissions or offset the emissions with payment of a fee, which is then used to fund clean-air projects within the air basin. Note that reductions in construction-generated emissions due to AQ-1 will vary per the fleet used. Regardless, AQ-1 would reduce construction-generated emissions below what is required in Rule 9510. The Project would be consistent with the emission-reduction goals of the SJVAPCD Attainment Plans.

### **Exposure of Sensitive Receptors to Toxic Air Contaminants**

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project site are the Comfort Inn and Suites located approximately 98 feet north of the Project site boundary, the vacant commercial building located approximately zero feet west of the Project

site boundary, and a residence located across State Highway 198 from the site, approximately 270 feet to the west. As stated previously, the distance to the Comfort Inn and Suites was measured from the property line of the Proposed Project to the portion of the Comfort Inn and Suites property line which is located adjacent to the nearest hotel building on the property (see Figure 1). The parking lot located in the southeast section of the Comfort Inn and Suites site is not considered to be the nearest point to the sensitive receptor, as visitors to the hotel would spend the majority of their stay in their hotel room, at the nearby community center, and/or in Sequoia and Kings Canyon National Parks, thus remaining in the parking lot for a relatively short duration. In addition, hotel staff would spend relatively little time in the hotel parking lot.

#### Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. However, as shown in Tables 2-4, the Project would not exceed the SJVAPCD construction emission thresholds. The portion of the SJVAB which encompasses the Project area is classified nonattainment area for the federal O<sub>3</sub> and PM<sub>2.5</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> (CARB 2018). Thus, existing O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> levels in the SJVAB are at unhealthy levels during certain periods.

The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O<sub>3</sub> precursor emissions (ROG or NO<sub>x</sub>) in excess of the SJVAPCD thresholds, the Project is not anticipated to substantially contribute to regional O<sub>3</sub> concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SJVAPCD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by the CARB in 1998. The potential cancer risk from the inhalation of DPM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions (mitigated) of exhaust PM<sub>2.5</sub>, considered a surrogate for DPM, would be 0.07 pounds/day (see Attachment A). (PM<sub>2.5</sub> exhaust is considered a surrogate for DPM

because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., PM<sub>2.5</sub>). Most PM<sub>2.5</sub> derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) As with O<sub>3</sub> and NO<sub>x</sub>, the Project would not generate emissions of PM<sub>10</sub> or PM<sub>2.5</sub> that would exceed the SJVAPCD's thresholds. Additionally, the Project would be required to comply with Regulation VIII, Rules 8021–8071– Fugitive PM<sub>10</sub> Prohibitions and Rule 9510– Indirect Source Review, as described above, which limit the amount of fugitive dust generated during construction. Accordingly, the Project's PM<sub>10</sub> and PM<sub>2.5</sub> emissions are not expected to cause any increase in related regional health effects for these pollutants. Although health risk due to TACs cannot be accurately quantified, based on quantitative and qualitative analysis of anticipated Project emissions, a significant health risk would not result.

In summary, the Project would not result in a potentially significant contribution to regional or localized concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

#### *Naturally Occurring Asbestos*

Another potential air quality issue associated with construction-related activities is the airborne entrainment of asbestos due to the disturbance of naturally-occurring asbestos-containing soils. The Proposed Project is not located within an area designated by the State of California as likely to contain naturally-occurring asbestos (DOC 2011). As a result, construction-related activities would not be anticipated to result in increased exposure of sensitive land uses to asbestos.

#### *Valley Fever*

*Coccidioidomycosis* (CM), often referred to as San Joaquin Valley Fever or Valley Fever, is one of the most studied and oldest known fungal infections. Valley Fever most commonly affects people who live in hot dry areas with alkaline soil and varies with the season. This disease, which affects both humans and animals, is caused by inhalation of arthroconidia (spores) of the fungus *Coccidioides immitis* (CI). CI spores are found in the top few inches of soil and the existence of the fungus in most soil areas is temporary. The cocci fungus (an organism that grows and feeds on dead or decaying organic matter) lives as a saprophyte in dry, alkaline soil. When weather and moisture conditions are favorable, the fungus "blooms" and forms many tiny spores that lie dormant in the soil until they are stirred up by wind, vehicles, excavation, or other ground-moving activities and become airborne. Agricultural workers, construction workers, and other people who work outdoors and who are exposed to wind and dust are more likely to contract Valley Fever. Children and adults whose hobbies or sports activities expose them to wind and dust are also more likely to contract Valley Fever. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley fever (*Coccidioidomycosis*) is found in California, including Tulare County. In about 50 to 75 percent of people, valley fever causes either no symptoms or mild symptoms and those infected never seek medical care; when symptoms are more pronounced, they usually present as lung problems (cough, shortness of breath, sputum production, fever, and chest pains). The disease can progress to chronic or

progressive lung disease and may even become disseminated to the skin, lining tissue of the brain (meninges), skeleton, and other body areas.

Tulare County is considered a highly endemic area for valley fever. When soil containing this fungus is disturbed by ground-disturbing activities such as digging or grading, by vehicles raising dust, or by the wind, the fungal spores get into the air. When people breathe the spores into their lungs, they may get valley fever. Fungal spores are small particles that can grow and reproduce in the body. The highest infection period for valley fever occurs during the driest months in California, between June and November. Infection from valley fever during ground-disturbing activities can be partially mitigated through the control of Project-generated dust. As noted, Project-generated dust would be controlled by adhering to SJVAPCD dust-reducing measures (Regulation VIII), which includes the preparation of a SJVAPCD-approved dust control plan describing all fugitive dust control measures that are to be implemented before, during, and after any dust-generating activity.

With minimal site grading and conformance with SJVAPCD Regulation VIII, dust from the construction of the Project would not add significantly to the existing exposure level of people to this fungus, including construction workers.

#### Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional heavy-duty trucks that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The maximum operation-related emissions of exhaust PM<sub>2.5</sub>, considered a surrogate for DPM, would be 0.09 pounds per day, produced by the estimated 860 additional one-way vehicle trips per day on Saturdays, 625 additional one-way vehicle trips per day on Sundays, and 858 additional one-way vehicle trips per day on weekdays. Therefore, the Project would not be a source of TACs and there would be no impact as a result of the Project during operations. The Project would not have a high carcinogenic or non-carcinogenic risk during operation.

#### *Carbon Monoxide Hot Spots*

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. In 1993, much of the state was designated nonattainment under the CAAQS and NAAQS for CO. Currently, the allowable CO emissions standard in

California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration across the entire state is now designated as attainment. Detailed modeling of Project-specific CO “hot spots” is not necessary and thus this potential impact is addressed qualitatively.

A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. A study conducted in Los Angeles County by the South Coast Air Quality Management District (SCAQMD) is helpful in showing the amount of traffic necessary to result in a CO Hotspot, and can be used to demonstrate the traffic necessary to create a hot spot anywhere in California, including the Central Valley. The SCAQMD analysis prepared for CO attainment in the SCAQMD’s *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 Air Quality Management Plan can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). To establish a more accurate record of baseline CO concentrations affecting the SoCAB, a CO “hot spot” analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

Furthermore, the SJVAPCD Guidance for Assessing and Mitigating Impacts (2015b) includes the following CO hot spot criteria:

If neither of the following criteria are met at all intersections affected by the developmental project, the project will result in no potential to create a violation of the CO standard:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity.

According to the Traffic Study prepared for the Project, LOS at the SR 198 (Sierra Drive) and Project Driveway and SR 198 (Sierra Drive) and Old 3 Rivers Road intersections would not exceed target LOS 'D' for all the study scenarios. In addition, the Project is expected to generate 860 trips generated per day on Saturdays and the estimated 625 trips generated per day on Sundays (VRPA Technologies, Inc. 2020). Using CalEEMod trip generation defaults for Tulare County, 858 trips are anticipated to be generated on weekdays. Thus, based on Project traffic generation and resultant LOS on affected roadways, it can be determined that the Project would not result in CO hotspots.

It is acknowledged that the Project site is located relatively close to the entrance of the Sequoia National Park entrance. Historically, there have been instances when a substantial amount of automobiles are queued for entrance into the park and idling along the road as far out as to Three Rivers. However, such instances are uncommon and very unlikely to result in traffic volumes of over 100,000 vehicles per day. Thus, neither the Proposed Project nor the cumulative park plus Project traffic would not generate traffic volumes of more than 100,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values.

### **Odors**

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants,

composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses considered to be associated with odors.

In addition, per the SJVAPCD's Guidance to Conduct Detailed Analysis for Assessing Odor Impacts to Sensitive Receptors, this analysis of potential odor impacts contains a review of odor complaints for "similar facilities". Specifically, a records request for odor complaints submitted within the last three years involving the adjacent Comfort Inn and Suites was submitted on October 12, 2020. The SJVAPCD confirmed no odor complaints were found to be on file for the Three Rivers Comfort Inn and Suites within the last three years (SJVAPCD 2020b). As such, it is also expected that substantial odors would not be generated by the proposed hotel Project.

### **3.0 GREENHOUSE GAS EMISSIONS**

#### **3.1 Greenhouse Gas Setting**

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are CO<sub>2</sub>, methane (CH<sub>4</sub>), and N<sub>2</sub>O. Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (Intergovernmental Panel on Climate Change [IPCC] 2014).

Table 3-1 describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH<sub>4</sub> traps over 25 times more heat per molecule than CO<sub>2</sub>, and N<sub>2</sub>O absorbs 298 times more heat per molecule than CO<sub>2</sub> (IPCC 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e), which weight each gas by its global warming potential. Expressing GHG emissions in CO<sub>2</sub>e takes the contribution of all GHG emissions to the greenhouse effect

and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO<sub>2</sub> is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Of the total annual human-caused CO<sub>2</sub> emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO<sub>2</sub> emissions remains stored in the atmosphere (IPCC 2013).

<b>Table 3-1. Greenhouse Gases</b>	
<b>Greenhouse Gas</b>	<b>Description</b>
CO <sub>2</sub>	Carbon dioxide is a colorless, odorless gas. CO <sub>2</sub> is emitted in a number of ways, both naturally and through human activities. The largest source of CO <sub>2</sub> emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO <sub>2</sub> emissions. The atmospheric lifetime of CO <sub>2</sub> is variable because it is so readily exchanged in the atmosphere. <sup>1</sup>
CH <sub>4</sub>	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH <sub>4</sub> to the atmosphere. Natural sources of CH <sub>4</sub> include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH <sub>4</sub> is about 12 years. <sup>2</sup>
N <sub>2</sub> O	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N <sub>2</sub> O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N <sub>2</sub> O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N <sub>2</sub> O is approximately 120 years. <sup>3</sup>

Sources: <sup>1</sup>USEPA 2016a, <sup>2</sup>USEPA 2016b, <sup>3</sup>USEPA 2016c

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; it is sufficient to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

### 3.1.1 Sources of Greenhouse Gas Emissions

In 2019, CARB released the 2019 edition of the California GHG inventory covering calendar year 2017 emissions. In 2017, California emitted 424.1 million gross metric tons of CO<sub>2</sub>e including from imported electricity. Combustion of fossil fuel in the transportation sector was the single largest source of

California's GHG emissions in 2017, accounting for approximately 41 percent of total GHG emissions in the state. This sector was followed by the industrial sector (24 percent) and the electric power sector including both in- and out-of-state sources (15 percent) (CARB 2019b). Emissions of CO<sub>2</sub> are by-products of fossil fuel combustion. CH<sub>4</sub>, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N<sub>2</sub>O is also largely attributable to agricultural practices and soil management. CO<sub>2</sub> sinks, or reservoirs, include vegetation and the ocean, which absorb CO<sub>2</sub> through sequestration and dissolution (CO<sub>2</sub> dissolving into the water), respectively, two of the most common processes for removing CO<sub>2</sub> from the atmosphere.

## **3.2 Regulatory Framework**

### **3.2.1 State**

#### **Executive Order S-3-05**

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

While dated, this EO remains relevant because a more recent California Appellate Court decision, *Cleveland National Forest Foundation v. San Diego Association of Governments* (November 24, 2014) 231 Cal.App.4th 1056, examined whether it should be viewed as having the equivalent force of a legislative mandate for specific emissions reductions. While the California Supreme Court ruled that the San Diego Association of Governments did not abuse its discretion by declining to adopt the 2050 goal as a measure of significance in light of the fact that the EO does not specify any plan or implementation measures to achieve its goal, the decision also recognized that the goal of a 40 percent reduction in 1990 GHG levels by 2030 is "widely acknowledged" as a "necessary interim target to ensure that California meets its longer-range goal of reducing GHG emissions 80 percent below 1990 levels by the year 2050.

#### **Assembly Bill 32 Climate Change Scoping Plan and Updates**

In 2006, the California legislature passed Assembly Bill (AB) 32 (Health and Safety Code § 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). AB 32 anticipates that the GHG reduction goals will be met, in part, through local government actions. CARB has identified a GHG reduction target of 15 percent from current levels for local governments and notes that successful implementation relies on local governments' land use planning and urban growth decisions.

Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which was re-approved by CARB on August 24, 2011, that outlines measures to meet the 2020 GHG reduction goals. To meet these goals,

California must reduce its GHG emissions by 30 percent below projected 2020 business-as-usual emissions levels or about 15 percent from today's levels. The Scoping Plan recommends measures for further study and possible state implementation, such as new fuel regulations. It estimates that a reduction of 174 million metric tons of CO<sub>2</sub>e (about 191 million U.S. tons) from the transportation, energy, agriculture, and forestry sectors and other sources could be achieved should the State implement all of the measures in the Scoping Plan.

The Scoping Plan is required by AB 32 to be updated at least every five years. The first update to the AB 32 Scoping Plan was approved on May 22, 2014 by CARB. The 2017 Scoping Plan Update was adopted on December 14, 2017. The Scoping Plan Update addresses the 2030 target established by SB 32 as discussed below and establishes a proposed framework of action for California to meet a 40 percent reduction in GHG emissions by 2030 compared to 1990 levels. The key programs that the Scoping Plan Update builds on include: increasing the use of renewable energy in the state, the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and reduction of methane emissions from agricultural and other wastes.

### **Executive Order B-30-15**

On April 20, 2015 Governor Edmund (Jerry) Brown, Jr., signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2°C, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

### **Senate Bill 32 and Assembly Bill 197 of 2016**

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include § 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

### **Senate Bill X1-2 of 2011, Senate Bill 350 of 2015, and Senate Bill 100 of 2018**

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met

increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California.

In October 2015, SB 350 was signed by Governor Brown, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030. In 2018, SB 100 was signed by Governor Brown, codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.

### **2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings**

The Building and Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence and climate change issues. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 standards are a major step toward meeting Zero Net Energy. According to the California Energy Commission, single-family homes built with the 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards and nonresidential buildings will use about 30 percent less energy (due mainly to lighting upgrades) (CEC 2018). The most significant efficiency improvement to the residential Standards include the introduction of photovoltaic into the perspective package, improvements for attics, walls, water heating and lighting. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. These new standards apply only to certain nonresidential building types, as specified in the requirements.

### **3.2.2 Local**

#### **San Joaquin Valley Air Pollution Control District Climate Change Climate Action Plan**

The SJVAPCD has adopted guidance and policy for implementation of the Climate Change Climate Action Plan (CCAP). The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact. The guidance does not limit a lead agency's authority in establishing its own process and guidance for determining significance of project related impacts on global climate change.

However, the BAU portion of the tiered approach is problematic based on the 2015 California Supreme Court Newhall Ranch decision, which stated that an GHG-related impact determination based on the BAU approach is "not supported by a reasoned explanation based on substantial evidence."

## **Tulare County Climate Action Plan**

Tulare County adopted the Tulare County Climate Action Plan (CAP) in 2012. Since then, the CAP was updated in 2018 to establish GHG reduction targets which support the SB 32 2030 target signed by Governor Brown in 2016.

The 2018 CAP Update incorporates new baseline and future year inventories to reflect the latest information and updates the County's strategy to address the SB 32 2030 target. The 2030 target requires the State to reduce emissions by 40 percent below 1990 levels from the 2017 Scoping Plan and County data. The CAP identifies the County's fair share of reductions required to maintain consistency with the State target.

The CAP provides a CEQA consistency checklist for project review of projects below a certain size limit. Proposed development projects that are consistent with the emission reduction and adaptation measures included in the CAP and the programs that are developed as a result of the CAP, would be considered to have a less than significant cumulative impact on climate change and emissions consistent with CEQA Guidelines Section 15064(h)(3) (as amended to comply with SB 97).

## **Tulare County 2030 General Plan**

The Tulare County General Plan contains numerous policies aimed at reducing GHG emissions. The 2018 CAP Update incorporates new baseline and future year inventories to reflect the latest information and updates the County's strategy to address the SB 32 2030 target. The 2030 target requires the State to reduce emissions by 40 percent below 1990 levels from the 2017 Scoping Plan and County data. The CAP identifies the County's fair share of reductions required to maintain consistency with the state target.

The CAP references the General Plan policies as tools for reducing GHG emissions. These policies are divided into the categories of Transportation Strategies, Building Energy Efficiency, Water Conservation Energy Savings, Solid Waste Reduction and Recycling, and Agricultural Programs and Incentives. The policies are aimed at County action and do not specifically mandate action at the project level.

## **3.3 Greenhouse Gas Emissions Impact Assessment**

### **3.3.1 Thresholds of Significance**

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to GHG emissions if it would:

- 1) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases or
- 2) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

The Appendix G thresholds for GHG's do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the

appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines § 15064.4(a) states that lead agencies “shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project’s GHG emissions or rely on a “qualitative analysis or other performance-based standards.” (14 California Code of Regulations [CCR] 15064.4(b)). A lead agency may use a “model or methodology” to estimate GHG emissions and has the discretion to select the model or methodology it considers “most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change.” (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that “[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence” (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA’s requirements for cumulative impact analysis (see CEQA Guidelines § 15130(f)). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines § 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions.” Put another way, CEQA Guidelines § 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines § 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The Tulare County CAP aims to reduce GHG emissions from development projects in Tulare County. The CAP builds on state and regional policies aimed at reducing GHG emissions consistent with the SB 32 2030 GHG reduction target. The CAP relies on policies of the Tulare County General Plan to guide development projects. In addition, the Project provides specific guidelines for determining if new development projects are consistent with the CAP. The CAP includes a progress report with metrics and benchmarks for tracking progress toward meeting the GHG reduction targets. The County's progress is on track for all metrics.

The CAP is utilized to evaluate the significance of the Project GHG emissions.

### **3.3.2 Methodology**

Project GHG emissions were quantified using CalEEMod, version 2016.3.2. Project construction generated GHG emissions were primarily calculated using CalEEMod model defaults for Tulare County and the Project site plans. Operational GHG emissions were calculated based on the Project site plans, the estimated weekend traffic trip generation rates from VRPA Technologies, Inc. (2020), and the CalEEMod default traffic trips for Tulare County for weekday traffic trips. The Project is anticipated to generate 860 additional one-way vehicle trips per day on Saturdays, 625 additional one-way vehicle trips per day on Sundays, and 858 additional one-way vehicle trips per day on weekdays.

The traffic fleet mix defaults contained in the CalEEMod model are based on the average fleet mix of Tulare County.

### **3.3.3 Impact Analysis**

#### **Contribution of Greenhouse Gas Emissions at a Level that would Conflict with an Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases**

Project GHG emissions were quantified for disclosure purposes. The Tulare County CAP does not require quantification of emissions for projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses. The Proposed Project would include approximately 72,000 square feet of commercial hotel space, and this is less intense than the threshold requiring GHG emissions quantification. However, the anticipated GHG emissions for the Project are quantified for disclosure purposes. The GHG emissions represent Project emissions prior to implementation of mitigation measures GHG-1 and GHG-2 (explained below), as the specific energy use offset from these measures cannot be determined until the scale and specifications of the renewable energy generation and electric vehicle (EV) charging are known.

### Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 3-2 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

<b>Table 3-2. Construction-Related Greenhouse Gas Emissions</b>	
<b>Emissions Source</b>	<b>CO<sub>2</sub>e (Metric Tons/ Year)</b>
Year One Construction (2021)	420
Year Two Construction (2022)	126
<b>Total Emissions</b>	<b>546</b>

Source: CalEEMod version 2016.3.2. Refer to Attachment B for Model Data Outputs.

As shown in Table 3-2, Project construction would result in the generation of approximately 546 metric tons of CO<sub>2</sub>e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. The amortized construction emissions are added to the annual average operational emissions.

### Operations

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use. Long-term operational GHG emissions attributable to the Project are identified in Table 3-3.

<b>Table 3-3. Operational-Related GHG Emissions</b>	
<b>Emissions Source</b>	<b>CO<sub>2</sub>e (Metric Tons/ Year)</b>
Construction Emissions (amortized over the 30-year life of the Project)	18
Area Source Emissions	0
Energy Source Emissions	295
Mobile Source Emissions	842
Solid Waste Emissions	31
Water Emissions	6
<b>Total Emissions</b>	<b>1,175</b>

Source: CalEEMod version 2016.3.2. Refer to Attachment B for Model Data Outputs.

As shown in Table 3-3, Project operations would result in the generation of approximately 1,175 metric tons of CO<sub>2</sub>e annually.

The Tulare County CAP (2018) is a strategic planning document that identifies sources of GHG emissions within the County, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic policies and actions to reduce emissions from the development

project subject to CEQA. The GHG-reduction strategies in the Plan build key opportunities prioritized by County staff and members of the public.

To be consistent with the CAP, development projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses can use the CAP consistency checklist. The checklist contains design features and measures that are used to determine consistency. The overarching CAP consistency requirements for all projects are outlined in Table 3-4.

<b>Table 3-4. CEQA Project Requirements for Consistency with CAP</b>	
<b>Item</b>	<b>Project Compliance?</b>
Project helps to meet the density goals from the Tulare Blueprint	Yes
Consistency with General Plan policies	Yes
Consistency with Rural Valley Land Plans or Foothill Growth Management Plan development criteria	Yes
Consistency with Urban Growth Boundary expansion criteria	Yes
Consistency for development within Rural Community Urban Development Boundaries (UDB) and Hamlet Development Boundaries HDB, and Legacy Development Boundaries (LDB)	Yes

Source: Tulare County 2018

Note: Criteria as identified in the General Plan Planning Framework

The Project would comply with all applicable General Plan policies intended to reduce GHG emissions. The Project site in the community of Three Rivers and is covered by the Foothill Growth Management Plan of the 2030 General Plan (County of Tulare 2012). The Project would not conflict with the applicable policies of the Foothill Growth Management Plan. Furthermore, the Project would comply with the Land Use and Urban Policies of the 2030 General Plan. Finally, for the Project to be approved for development by the County of Tulare they would require the Project to meet the development requirements as they pertain to Rural Community Urban Development Boundaries and/or Hamlet Development Boundaries. The Project site is located within the Three Rivers Urban Development Boundary depicted within the 2030 General Plan. In addition, the Project is consistent with the 2009 Tulare County Regional Blueprint goals and objectives.

Furthermore, both the existing and the projected GHG inventories in the CAP were derived based on the land use designations and associated densities defined in the County's General Plan. The Proposed Project is consistent with the land use designation and development density presented in the General Plan. As previously stated, the Project site is designated by the 2030 General Plan as *Urban Development Boundaries* (zoned for commercial use). Since the Project is consistent with the General Plan, it is consistent with the urban development types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by the County to develop the CAP.

A more detailed review for compliance with CAP measures is required to ensure that a project is doing its part in reducing emissions. Table 3-5 provides a checklist containing all applicable measures that will provide reductions necessary to achieve CAP consistency.

<b>Table 3-5. CAP Consistency Checklist (Applicable to the Project)</b>		
<b>CAP Measure</b>	<b>Compliance</b>	<b>Project Compliant Prior to Mitigation?</b>
<b>Land Use:</b> Project is consistent with the Tulare County General Plan policies listed in the CAP applicable to GHG emissions and sustainability.	Review for compliance during project review process.	Yes
<b>Energy Efficiency:</b> Project complies with current version of Title 24	Provide copy of the Title 24 Report demonstrating compliance with the applicable standards with Building Permit application.	Yes
<b>Renewable Energy:</b> Project includes solar panels or other alternative energy source meeting County Solar Ordinance or new Title 24 standards whichever is more stringent.	Include solar on building plans and provide Title 24 compliance reports with Building Permit applications.	No
<b>EV Charging:</b> Project meets charging installation/charging ready requirements of the CalGreen Code.	Include charging in building plans.	No
<b>CalGreen Building Code Water:</b> Project complies with indoor and outdoor water conservation measures.	Provide copy of report showing code compliance.	Yes
<b>Water Conservation Landscaping:</b>	Project complies with County water conservation ordinance requirements for landscaping.	Yes
<b>Solid Waste:</b> Project has access to recycling service for homes and businesses meeting CalRecycle requirements.	County verify that providers are in compliance with CalRecycle regulations regarding recycling and diversion of solid waste.	Yes

Source: Tulare County 2018

As shown in Table 3-4, the Project is consistent with the applicable General Plan Policies. In addition, the Project is required by California state law to meet the Title 24 energy efficiency requirements, comply with the CALGreen Building Water Code (California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations), and meet the California Model Water Efficient Landscape Ordinance (MWELO) requirements. Furthermore, the County mandates that applicable codified County standards are met by the Project and will enforce the implementation of these standards as a condition of approval. During the design review process, the County will mandate that the Project not only meets state MWELO standards, but complies with the specific requirements of the County water conservation ordinance requirements for landscaping. The County will also review the trash enclosure design to ensure solid waste pick-up is feasible and will ensure the Project meets the CalRecycle requirements. Further, the County must verify the Project is consistent with the General Plan policies, and the County requires all feasible GHG-reducing strategies of the CAP are incorporated into projects and their permits through development review and application of conditions of approval as applicable.

As shown in Table 3-5, the Project Preliminary Concept Design does not specify that the Project design includes EV charging and a renewable energy source. As such, mitigation measures GHG-1 and GHG-2 are required to for the Project to be consistent with the CAP.

#### Mitigation Measures

**GHG-1** The Project must provide an onsite renewable energy system(s). The Project shall include solar panels or other alternative energy source meeting the County Solar Ordinance or new Title 24 standards, whichever is more stringent. The onsite renewable

energy system(s) must be installed as part of the construction process and be functional upon commencement of Project operation. The Project Proponent must include solar on building plans and provide Title 24 compliance reports with Building Permit applications to the County.

*Timing/Implementation:*                      *During the construction period*

*Monitoring/Enforcement:*                      *County of Tulare Planning and Building Department*

**GHG-2**

The Project shall meet the charging installation/charging ready requirements of the CALGreen Code. The Project Proponent shall include EV charging accommodations as specified in the CALGreen Code in building plans for review and approval by the County, prior to commencement of Project construction.

*Timing/Implementation:*                      *During the construction period*

*Monitoring/Enforcement:*                      *County of Tulare Planning and Building Department*

Following implementation of mitigation measures GHG-1 and GHG-2, the Project would be consistent with the Tulare County CAP for the purpose of meeting 2030 GHG emission reduction targets in compliance with SB 32.

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## **LIST OF ATTACHMENTS**

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Attachment A – CalEEMod Output Files

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**ATTACHMENT A**

CalEEMod Output Files

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

## Three Rivers Hampton Inn & Suites

### Tulare County, Annual

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	108.00	Space	0.97	43,200.00	0
Hotel	105.00	Room	1.81	72,364.00	0
Recreational Swimming Pool	0.80	1000sqft	0.02	800.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	549	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

Project Characteristics - Southern California Edison improved their CO2 emissions to 549 lb/MWh in 2017.

Land Use - Project information is derived from the project feasibility study (HVS Consulting & Valuation 2020) , preliminary design (DVB Architecture 2020), and traffic study (VRPA Technologies, Inc. 2020).

Construction Phase - Building construction, paving, and painting will occur simultaneously.

Vehicle Trips - All trips attributed to hotel use. Traffic Impact Study Report (VRPA Technologies, Inc. 2020).

Energy Use -

Construction Off-road Equipment Mitigation - SJVAPCD Rule VII Fugitive PM10 prohibitions, rules 8021-8071. Required clean fleet is a MM aimed to reduce NOx and comply with Rule 9510.

Energy Mitigation - Nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018).

Water Mitigation - CA water efficient appliance requirements.

Fleet Mix -

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	10.00	220.00
tblLandUse	LandUseSquareFeet	152,460.00	72,364.00
tblLandUse	LotAcreage	3.50	1.81
tblProjectCharacteristics	CO2IntensityFactor	702.44	549
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	33.82	0.00

## 2.0 Emissions Summary

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## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.7116	2.6512	2.6238	4.8500e-003	0.0824	0.1301	0.2126	0.0267	0.1231	0.1498	0.0000	418.6831	418.6831	0.0829	0.0000	420.7563
2022	0.2086	0.7157	0.7842	1.4600e-003	0.0186	0.0333	0.0519	5.0200e-003	0.0316	0.0366	0.0000	126.2786	126.2786	0.0245	0.0000	126.8915
Maximum	0.7116	2.6512	2.6238	4.8500e-003	0.0824	0.1301	0.2126	0.0267	0.1231	0.1498	0.0000	418.6831	418.6831	0.0829	0.0000	420.7563

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4734	0.6119	2.7621	4.8500e-003	0.0690	6.6600e-003	0.0757	0.0203	6.6100e-003	0.0270	0.0000	418.6827	418.6827	0.0829	0.0000	420.7559
2022	0.1453	0.1844	0.8330	1.4600e-003	0.0186	1.9900e-003	0.0206	5.0200e-003	1.9700e-003	6.9900e-003	0.0000	126.2785	126.2785	0.0245	0.0000	126.8914
Maximum	0.4734	0.6119	2.7621	4.8500e-003	0.0690	6.6600e-003	0.0757	0.0203	6.6100e-003	0.0270	0.0000	418.6827	418.6827	0.0829	0.0000	420.7559

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	32.76	76.35	-5.49	0.00	13.31	94.71	63.61	19.95	94.45	81.79	0.00	0.00	0.00	0.00	0.00	0.00

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.7932	0.2364
2	7-1-2021	9-30-2021	1.2779	0.4220
3	10-1-2021	12-31-2021	1.2789	0.4230
4	1-1-2022	3-31-2022	0.9403	0.3360
		Highest	1.2789	0.4230

## 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3368	2.0000e-005	1.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8200e-003	3.8200e-003	1.0000e-005	0.0000	4.0700e-003
Energy	0.0138	0.1254	0.1053	7.5000e-004		9.5300e-003	9.5300e-003		9.5300e-003	9.5300e-003	0.0000	356.8381	356.8381	0.0143	4.9100e-003	358.6578
Mobile	0.2432	2.0511	2.2490	9.0900e-003	0.5924	7.8000e-003	0.6002	0.1592	7.3500e-003	0.1665	0.0000	841.8615	841.8615	0.0420	0.0000	842.9121
Waste						0.0000	0.0000		0.0000	0.0000	12.5956	0.0000	12.5956	0.7444	0.0000	31.2050
Water						0.0000	0.0000		0.0000	0.0000	0.8600	3.9359	4.7960	0.0885	2.1300e-003	7.6438
<b>Total</b>	<b>0.5938</b>	<b>2.1764</b>	<b>2.3562</b>	<b>9.8400e-003</b>	<b>0.5924</b>	<b>0.0173</b>	<b>0.6098</b>	<b>0.1592</b>	<b>0.0169</b>	<b>0.1761</b>	<b>13.4556</b>	<b>1,202.6394</b>	<b>1,216.0950</b>	<b>0.8892</b>	<b>7.0400e-003</b>	<b>1,240.4229</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3368	2.0000e-005	1.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8200e-003	3.8200e-003	1.0000e-005	0.0000	4.0700e-003
Energy	9.8900e-003	0.0899	0.0755	5.4000e-004		6.8300e-003	6.8300e-003		6.8300e-003	6.8300e-003	0.0000	293.7170	293.7170	0.0122	3.9300e-003	295.1951
Mobile	0.2432	2.0511	2.2490	9.0900e-003	0.5924	7.8000e-003	0.6002	0.1592	7.3500e-003	0.1665	0.0000	841.8615	841.8615	0.0420	0.0000	842.9121
Waste						0.0000	0.0000		0.0000	0.0000	12.5956	0.0000	12.5956	0.7444	0.0000	31.2050
Water						0.0000	0.0000		0.0000	0.0000	0.6880	3.2054	3.8934	0.0708	1.7000e-003	6.1720
<b>Total</b>	<b>0.5899</b>	<b>2.1410</b>	<b>2.3265</b>	<b>9.6300e-003</b>	<b>0.5924</b>	<b>0.0146</b>	<b>0.6071</b>	<b>0.1592</b>	<b>0.0142</b>	<b>0.1734</b>	<b>13.2836</b>	<b>1,138.7877</b>	<b>1,152.0713</b>	<b>0.8695</b>	<b>5.6300e-003</b>	<b>1,175.4883</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.66</b>	<b>1.63</b>	<b>1.26</b>	<b>2.13</b>	<b>0.00</b>	<b>15.57</b>	<b>0.44</b>	<b>0.00</b>	<b>15.99</b>	<b>1.53</b>	<b>1.28</b>	<b>5.31</b>	<b>5.26</b>	<b>2.22</b>	<b>20.03</b>	<b>5.23</b>

**3.0 Construction Detail****Construction Phase**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/29/2021	5/3/2021	5	3	
2	Grading	Grading	5/4/2021	5/11/2021	5	6	
3	Building Construction	Building Construction	5/12/2021	3/15/2022	5	220	
4	Paving	Paving	5/12/2021	3/15/2022	5	220	
5	Architectural Coating	Architectural Coating	5/12/2021	3/15/2022	5	220	

**Acres of Grading (Site Preparation Phase): 4.5**

**Acres of Grading (Grading Phase): 3**

**Acres of Paving: 0.97**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 108,546; Non-Residential Outdoor: 36,182; Striped Parking Area: 2,592 (Architectural Coating – sqft)**

**OffRoad Equipment**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	49.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Site Preparation - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3200e-003	0.0274	0.0161	4.0000e-005		1.0500e-003	1.0500e-003		9.7000e-004	9.7000e-004	0.0000	3.2290	3.2290	1.0400e-003	0.0000	3.2551
<b>Total</b>	<b>2.3200e-003</b>	<b>0.0274</b>	<b>0.0161</b>	<b>4.0000e-005</b>	<b>2.3900e-003</b>	<b>1.0500e-003</b>	<b>3.4400e-003</b>	<b>2.6000e-004</b>	<b>9.7000e-004</b>	<b>1.2300e-003</b>	<b>0.0000</b>	<b>3.2290</b>	<b>3.2290</b>	<b>1.0400e-003</b>	<b>0.0000</b>	<b>3.2551</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.2 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0796	0.0796	0.0000	0.0000	0.0796
<b>Total</b>	<b>5.0000e-005</b>	<b>3.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0796</b>	<b>0.0796</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0796</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.3000e-004	0.0000	9.3000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	1.9600e-003	0.0178	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.2290	3.2290	1.0400e-003	0.0000	3.2551
<b>Total</b>	<b>4.5000e-004</b>	<b>1.9600e-003</b>	<b>0.0178</b>	<b>4.0000e-005</b>	<b>9.3000e-004</b>	<b>6.0000e-005</b>	<b>9.9000e-004</b>	<b>1.0000e-004</b>	<b>6.0000e-005</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>3.2290</b>	<b>3.2290</b>	<b>1.0400e-003</b>	<b>0.0000</b>	<b>3.2551</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.2 Site Preparation - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0796	0.0796	0.0000	0.0000	0.0796
<b>Total</b>	<b>5.0000e-005</b>	<b>3.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0796</b>	<b>0.0796</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0796</b>

**3.3 Grading - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4800e-003	0.0606	0.0293	6.0000e-005		2.7500e-003	2.7500e-003		2.5300e-003	2.5300e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
<b>Total</b>	<b>5.4800e-003</b>	<b>0.0606</b>	<b>0.0293</b>	<b>6.0000e-005</b>	<b>0.0197</b>	<b>2.7500e-003</b>	<b>0.0224</b>	<b>0.0101</b>	<b>2.5300e-003</b>	<b>0.0126</b>	<b>0.0000</b>	<b>5.4312</b>	<b>5.4312</b>	<b>1.7600e-003</b>	<b>0.0000</b>	<b>5.4751</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.3 Grading - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	8.6000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1989	0.1989	1.0000e-005	0.0000	0.1990
<b>Total</b>	<b>1.3000e-004</b>	<b>8.0000e-005</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.1989</b>	<b>0.1989</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1990</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.6700e-003	0.0000	7.6700e-003	3.9400e-003	0.0000	3.9400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6000e-004	3.2800e-003	0.0327	6.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
<b>Total</b>	<b>7.6000e-004</b>	<b>3.2800e-003</b>	<b>0.0327</b>	<b>6.0000e-005</b>	<b>7.6700e-003</b>	<b>1.0000e-004</b>	<b>7.7700e-003</b>	<b>3.9400e-003</b>	<b>1.0000e-004</b>	<b>4.0400e-003</b>	<b>0.0000</b>	<b>5.4312</b>	<b>5.4312</b>	<b>1.7600e-003</b>	<b>0.0000</b>	<b>5.4751</b>

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**3.3 Grading - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	8.6000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1989	0.1989	1.0000e-005	0.0000	0.1990
<b>Total</b>	<b>1.3000e-004</b>	<b>8.0000e-005</b>	<b>8.6000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>0.1989</b>	<b>0.1989</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1990</b>

**3.4 Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1718	1.3463	1.2233	2.1000e-003		0.0687	0.0687		0.0658	0.0658	0.0000	174.4249	174.4249	0.0343	0.0000	175.2828
<b>Total</b>	<b>0.1718</b>	<b>1.3463</b>	<b>1.2233</b>	<b>2.1000e-003</b>		<b>0.0687</b>	<b>0.0687</b>		<b>0.0658</b>	<b>0.0658</b>	<b>0.0000</b>	<b>174.4249</b>	<b>174.4249</b>	<b>0.0343</b>	<b>0.0000</b>	<b>175.2828</b>

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**3.4 Building Construction - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1300e-003	0.1767	0.0337	4.5000e-004	0.0106	5.2000e-004	0.0111	3.0500e-003	4.9000e-004	3.5400e-003	0.0000	42.4268	42.4268	1.8800e-003	0.0000	42.4737
Worker	0.0178	0.0115	0.1181	3.0000e-004	0.0328	2.2000e-004	0.0330	8.7200e-003	2.0000e-004	8.9200e-003	0.0000	27.2845	27.2845	7.8000e-004	0.0000	27.3040
<b>Total</b>	<b>0.0230</b>	<b>0.1882</b>	<b>0.1518</b>	<b>7.5000e-004</b>	<b>0.0433</b>	<b>7.4000e-004</b>	<b>0.0441</b>	<b>0.0118</b>	<b>6.9000e-004</b>	<b>0.0125</b>	<b>0.0000</b>	<b>69.7113</b>	<b>69.7113</b>	<b>2.6600e-003</b>	<b>0.0000</b>	<b>69.7777</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0277	0.3251	1.2546	2.1000e-003		2.9500e-003	2.9500e-003		2.9500e-003	2.9500e-003	0.0000	174.4247	174.4247	0.0343	0.0000	175.2826
<b>Total</b>	<b>0.0277</b>	<b>0.3251</b>	<b>1.2546</b>	<b>2.1000e-003</b>		<b>2.9500e-003</b>	<b>2.9500e-003</b>		<b>2.9500e-003</b>	<b>2.9500e-003</b>	<b>0.0000</b>	<b>174.4247</b>	<b>174.4247</b>	<b>0.0343</b>	<b>0.0000</b>	<b>175.2826</b>

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**3.4 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1300e-003	0.1767	0.0337	4.5000e-004	0.0106	5.2000e-004	0.0111	3.0500e-003	4.9000e-004	3.5400e-003	0.0000	42.4268	42.4268	1.8800e-003	0.0000	42.4737
Worker	0.0178	0.0115	0.1181	3.0000e-004	0.0328	2.2000e-004	0.0330	8.7200e-003	2.0000e-004	8.9200e-003	0.0000	27.2845	27.2845	7.8000e-004	0.0000	27.3040
<b>Total</b>	<b>0.0230</b>	<b>0.1882</b>	<b>0.1518</b>	<b>7.5000e-004</b>	<b>0.0433</b>	<b>7.4000e-004</b>	<b>0.0441</b>	<b>0.0118</b>	<b>6.9000e-004</b>	<b>0.0125</b>	<b>0.0000</b>	<b>69.7113</b>	<b>69.7113</b>	<b>2.6600e-003</b>	<b>0.0000</b>	<b>69.7777</b>

**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0482	0.3797	0.3732	6.5000e-004		0.0183	0.0183		0.0175	0.0175	0.0000	53.9968	53.9968	0.0104	0.0000	54.2573
<b>Total</b>	<b>0.0482</b>	<b>0.3797</b>	<b>0.3732</b>	<b>6.5000e-004</b>		<b>0.0183</b>	<b>0.0183</b>		<b>0.0175</b>	<b>0.0175</b>	<b>0.0000</b>	<b>53.9968</b>	<b>53.9968</b>	<b>0.0104</b>	<b>0.0000</b>	<b>54.2573</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.4 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4700e-003	0.0519	9.6300e-003	1.4000e-004	3.2700e-003	1.4000e-004	3.4000e-003	9.4000e-004	1.3000e-004	1.0800e-003	0.0000	13.0155	13.0155	5.6000e-004	0.0000	13.0294
Worker	5.1000e-003	3.1600e-003	0.0332	9.0000e-005	0.0102	7.0000e-005	0.0102	2.7000e-003	6.0000e-005	2.7600e-003	0.0000	8.1458	8.1458	2.1000e-004	0.0000	8.1512
<b>Total</b>	<b>6.5700e-003</b>	<b>0.0551</b>	<b>0.0428</b>	<b>2.3000e-004</b>	<b>0.0134</b>	<b>2.1000e-004</b>	<b>0.0136</b>	<b>3.6400e-003</b>	<b>1.9000e-004</b>	<b>3.8400e-003</b>	<b>0.0000</b>	<b>21.1612</b>	<b>21.1612</b>	<b>7.7000e-004</b>	<b>0.0000</b>	<b>21.1806</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.5700e-003	0.1006	0.3883	6.5000e-004		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	53.9968	53.9968	0.0104	0.0000	54.2572
<b>Total</b>	<b>8.5700e-003</b>	<b>0.1006</b>	<b>0.3883</b>	<b>6.5000e-004</b>		<b>9.1000e-004</b>	<b>9.1000e-004</b>		<b>9.1000e-004</b>	<b>9.1000e-004</b>	<b>0.0000</b>	<b>53.9968</b>	<b>53.9968</b>	<b>0.0104</b>	<b>0.0000</b>	<b>54.2572</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.4 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4700e-003	0.0519	9.6300e-003	1.4000e-004	3.2700e-003	1.4000e-004	3.4000e-003	9.4000e-004	1.3000e-004	1.0800e-003	0.0000	13.0155	13.0155	5.6000e-004	0.0000	13.0294
Worker	5.1000e-003	3.1600e-003	0.0332	9.0000e-005	0.0102	7.0000e-005	0.0102	2.7000e-003	6.0000e-005	2.7600e-003	0.0000	8.1458	8.1458	2.1000e-004	0.0000	8.1512
<b>Total</b>	<b>6.5700e-003</b>	<b>0.0551</b>	<b>0.0428</b>	<b>2.3000e-004</b>	<b>0.0134</b>	<b>2.1000e-004</b>	<b>0.0136</b>	<b>3.6400e-003</b>	<b>1.9000e-004</b>	<b>3.8400e-003</b>	<b>0.0000</b>	<b>21.1612</b>	<b>21.1612</b>	<b>7.7000e-004</b>	<b>0.0000</b>	<b>21.1806</b>

**3.5 Paving - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0893	0.8944	0.9892	1.5000e-003		0.0489	0.0489		0.0451	0.0451	0.0000	130.2403	130.2403	0.0413	0.0000	131.2722
Paving	9.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0903</b>	<b>0.8944</b>	<b>0.9892</b>	<b>1.5000e-003</b>		<b>0.0489</b>	<b>0.0489</b>		<b>0.0451</b>	<b>0.0451</b>	<b>0.0000</b>	<b>130.2403</b>	<b>130.2403</b>	<b>0.0413</b>	<b>0.0000</b>	<b>131.2722</b>

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**3.5 Paving - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4600e-003	3.5100e-003	0.0362	9.0000e-005	0.0100	7.0000e-005	0.0101	2.6700e-003	6.0000e-005	2.7300e-003	0.0000	8.3524	8.3524	2.4000e-004	0.0000	8.3584
<b>Total</b>	<b>5.4600e-003</b>	<b>3.5100e-003</b>	<b>0.0362</b>	<b>9.0000e-005</b>	<b>0.0100</b>	<b>7.0000e-005</b>	<b>0.0101</b>	<b>2.6700e-003</b>	<b>6.0000e-005</b>	<b>2.7300e-003</b>	<b>0.0000</b>	<b>8.3524</b>	<b>8.3524</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>8.3584</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0177	0.0766	1.0898	1.5000e-003		2.3600e-003	2.3600e-003		2.3600e-003	2.3600e-003	0.0000	130.2401	130.2401	0.0413	0.0000	131.2720
Paving	9.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0186</b>	<b>0.0766</b>	<b>1.0898</b>	<b>1.5000e-003</b>		<b>2.3600e-003</b>	<b>2.3600e-003</b>		<b>2.3600e-003</b>	<b>2.3600e-003</b>	<b>0.0000</b>	<b>130.2401</b>	<b>130.2401</b>	<b>0.0413</b>	<b>0.0000</b>	<b>131.2720</b>

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**3.5 Paving - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4600e-003	3.5100e-003	0.0362	9.0000e-005	0.0100	7.0000e-005	0.0101	2.6700e-003	6.0000e-005	2.7300e-003	0.0000	8.3524	8.3524	2.4000e-004	0.0000	8.3584
<b>Total</b>	<b>5.4600e-003</b>	<b>3.5100e-003</b>	<b>0.0362</b>	<b>9.0000e-005</b>	<b>0.0100</b>	<b>7.0000e-005</b>	<b>0.0101</b>	<b>2.6700e-003</b>	<b>6.0000e-005</b>	<b>2.7300e-003</b>	<b>0.0000</b>	<b>8.3524</b>	<b>8.3524</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>8.3584</b>

**3.5 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0245	0.2426	0.3041	4.6000e-004		0.0127	0.0127		0.0117	0.0117	0.0000	40.3261	40.3261	0.0128	0.0000	40.6456
Paving	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0248</b>	<b>0.2426</b>	<b>0.3041</b>	<b>4.6000e-004</b>		<b>0.0127</b>	<b>0.0127</b>		<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>40.3261</b>	<b>40.3261</b>	<b>0.0128</b>	<b>0.0000</b>	<b>40.6456</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.5 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5600e-003	9.7000e-004	0.0102	3.0000e-005	3.1100e-003	2.0000e-005	3.1300e-003	8.3000e-004	2.0000e-005	8.4000e-004	0.0000	2.4936	2.4936	7.0000e-005	0.0000	2.4953
<b>Total</b>	<b>1.5600e-003</b>	<b>9.7000e-004</b>	<b>0.0102</b>	<b>3.0000e-005</b>	<b>3.1100e-003</b>	<b>2.0000e-005</b>	<b>3.1300e-003</b>	<b>8.3000e-004</b>	<b>2.0000e-005</b>	<b>8.4000e-004</b>	<b>0.0000</b>	<b>2.4936</b>	<b>2.4936</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>2.4953</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4700e-003	0.0237	0.3373	4.6000e-004		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	40.3261	40.3261	0.0128	0.0000	40.6456
Paving	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.7700e-003</b>	<b>0.0237</b>	<b>0.3373</b>	<b>4.6000e-004</b>		<b>7.3000e-004</b>	<b>7.3000e-004</b>		<b>7.3000e-004</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>40.3261</b>	<b>40.3261</b>	<b>0.0128</b>	<b>0.0000</b>	<b>40.6456</b>

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**3.5 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5600e-003	9.7000e-004	0.0102	3.0000e-005	3.1100e-003	2.0000e-005	3.1300e-003	8.3000e-004	2.0000e-005	8.4000e-004	0.0000	2.4936	2.4936	7.0000e-005	0.0000	2.4953
<b>Total</b>	<b>1.5600e-003</b>	<b>9.7000e-004</b>	<b>0.0102</b>	<b>3.0000e-005</b>	<b>3.1100e-003</b>	<b>2.0000e-005</b>	<b>3.1300e-003</b>	<b>8.3000e-004</b>	<b>2.0000e-005</b>	<b>8.4000e-004</b>	<b>0.0000</b>	<b>2.4936</b>	<b>2.4936</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>2.4953</b>

**3.6 Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3911					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0184	0.1283	0.1527	2.5000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003	0.0000	21.4473	21.4473	1.4700e-003	0.0000	21.4841
<b>Total</b>	<b>0.4095</b>	<b>0.1283</b>	<b>0.1527</b>	<b>2.5000e-004</b>		<b>7.9000e-003</b>	<b>7.9000e-003</b>		<b>7.9000e-003</b>	<b>7.9000e-003</b>	<b>0.0000</b>	<b>21.4473</b>	<b>21.4473</b>	<b>1.4700e-003</b>	<b>0.0000</b>	<b>21.4841</b>

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**3.6 Architectural Coating - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	2.3400e-003	0.0241	6.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	4.0000e-005	1.8200e-003	0.0000	5.5683	5.5683	1.6000e-004	0.0000	5.5723
<b>Total</b>	<b>3.6400e-003</b>	<b>2.3400e-003</b>	<b>0.0241</b>	<b>6.0000e-005</b>	<b>6.6900e-003</b>	<b>5.0000e-005</b>	<b>6.7400e-003</b>	<b>1.7800e-003</b>	<b>4.0000e-005</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>5.5683</b>	<b>5.5683</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>5.5723</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3911					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5000e-003	0.0108	0.1539	2.5000e-004		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	21.4473	21.4473	1.4700e-003	0.0000	21.4841
<b>Total</b>	<b>0.3936</b>	<b>0.0108</b>	<b>0.1539</b>	<b>2.5000e-004</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>21.4473</b>	<b>21.4473</b>	<b>1.4700e-003</b>	<b>0.0000</b>	<b>21.4841</b>

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**3.6 Architectural Coating - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	2.3400e-003	0.0241	6.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	4.0000e-005	1.8200e-003	0.0000	5.5683	5.5683	1.6000e-004	0.0000	5.5723
<b>Total</b>	<b>3.6400e-003</b>	<b>2.3400e-003</b>	<b>0.0241</b>	<b>6.0000e-005</b>	<b>6.6900e-003</b>	<b>5.0000e-005</b>	<b>6.7400e-003</b>	<b>1.7800e-003</b>	<b>4.0000e-005</b>	<b>1.8200e-003</b>	<b>0.0000</b>	<b>5.5683</b>	<b>5.5683</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>5.5723</b>

**3.6 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1211					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0366	0.0472	8.0000e-005		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	6.6385	6.6385	4.3000e-004	0.0000	6.6493
<b>Total</b>	<b>0.1264</b>	<b>0.0366</b>	<b>0.0472</b>	<b>8.0000e-005</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>		<b>2.1200e-003</b>	<b>2.1200e-003</b>	<b>0.0000</b>	<b>6.6385</b>	<b>6.6385</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>6.6493</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.6 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	6.5000e-004	6.7700e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6624	1.6624	4.0000e-005	0.0000	1.6635
<b>Total</b>	<b>1.0400e-003</b>	<b>6.5000e-004</b>	<b>6.7700e-003</b>	<b>2.0000e-005</b>	<b>2.0700e-003</b>	<b>1.0000e-005</b>	<b>2.0800e-003</b>	<b>5.5000e-004</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>	<b>1.6624</b>	<b>1.6624</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.6635</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1211					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-004	3.3500e-003	0.0476	8.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	6.6385	6.6385	4.3000e-004	0.0000	6.6493
<b>Total</b>	<b>0.1218</b>	<b>3.3500e-003</b>	<b>0.0476</b>	<b>8.0000e-005</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>6.6385</b>	<b>6.6385</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>6.6493</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**3.6 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	6.5000e-004	6.7700e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.6624	1.6624	4.0000e-005	0.0000	1.6635
<b>Total</b>	<b>1.0400e-003</b>	<b>6.5000e-004</b>	<b>6.7700e-003</b>	<b>2.0000e-005</b>	<b>2.0700e-003</b>	<b>1.0000e-005</b>	<b>2.0800e-003</b>	<b>5.5000e-004</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>0.0000</b>	<b>1.6624</b>	<b>1.6624</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.6635</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2432	2.0511	2.2490	9.0900e-003	0.5924	7.8000e-003	0.6002	0.1592	7.3500e-003	0.1665	0.0000	841.8615	841.8615	0.0420	0.0000	842.9121
Unmitigated	0.2432	2.0511	2.2490	9.0900e-003	0.5924	7.8000e-003	0.6002	0.1592	7.3500e-003	0.1665	0.0000	841.8615	841.8615	0.0420	0.0000	842.9121

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	857.85	859.95	624.75	1,567,158	1,567,158
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	857.85	859.95	624.75	1,567,158	1,567,158

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	9.50	7.30	7.30	33.00	48.00	19.00	52	39	9

## 4.4 Fleet Mix

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710
Parking Lot	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710
Recreational Swimming Pool	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	195.8250	195.8250	0.0103	2.1400e-003	196.7213
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	220.3685	220.3685	0.0116	2.4100e-003	221.3773
NaturalGas Mitigated	9.8900e-003	0.0899	0.0755	5.4000e-004		6.8300e-003	6.8300e-003		6.8300e-003	6.8300e-003	0.0000	97.8920	97.8920	1.8800e-003	1.7900e-003	98.4738
NaturalGas Unmitigated	0.0138	0.1254	0.1053	7.5000e-004		9.5300e-003	9.5300e-003		9.5300e-003	9.5300e-003	0.0000	136.4696	136.4696	2.6200e-003	2.5000e-003	137.2806

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	2.55734e+006	0.0138	0.1254	0.1053	7.5000e-004		9.5300e-003	9.5300e-003		9.5300e-003	9.5300e-003	0.0000	136.4696	136.4696	2.6200e-003	2.5000e-003	137.2806
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0138</b>	<b>0.1254</b>	<b>0.1053</b>	<b>7.5000e-004</b>		<b>9.5300e-003</b>	<b>9.5300e-003</b>		<b>9.5300e-003</b>	<b>9.5300e-003</b>	<b>0.0000</b>	<b>136.4696</b>	<b>136.4696</b>	<b>2.6200e-003</b>	<b>2.5000e-003</b>	<b>137.2806</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	1.83443e+006	9.8900e-003	0.0899	0.0755	5.4000e-004		6.8300e-003	6.8300e-003		6.8300e-003	6.8300e-003	0.0000	97.8920	97.8920	1.8800e-003	1.7900e-003	98.4738
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>9.8900e-003</b>	<b>0.0899</b>	<b>0.0755</b>	<b>5.4000e-004</b>		<b>6.8300e-003</b>	<b>6.8300e-003</b>		<b>6.8300e-003</b>	<b>6.8300e-003</b>	<b>0.0000</b>	<b>97.8920</b>	<b>97.8920</b>	<b>1.8800e-003</b>	<b>1.7900e-003</b>	<b>98.4738</b>

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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	869815	216.6033	0.0114	2.3700e-003	217.5948
Parking Lot	15120	3.7652	2.0000e-004	4.0000e-005	3.7825
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>220.3685</b>	<b>0.0116</b>	<b>2.4100e-003</b>	<b>221.3773</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	771256	192.0598	0.0102	2.1000e-003	192.9389
Parking Lot	15120	3.7652	2.0000e-004	4.0000e-005	3.7825
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>195.8250</b>	<b>0.0104</b>	<b>2.1400e-003</b>	<b>196.7213</b>

**6.0 Area Detail**

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**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3368	2.0000e-005	1.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8200e-003	3.8200e-003	1.0000e-005	0.0000	4.0700e-003
Unmitigated	0.3368	2.0000e-005	1.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8200e-003	3.8200e-003	1.0000e-005	0.0000	4.0700e-003

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0512					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2854					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8200e-003	3.8200e-003	1.0000e-005	0.0000	4.0700e-003
<b>Total</b>	<b>0.3368</b>	<b>2.0000e-005</b>	<b>1.9700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.8200e-003</b>	<b>3.8200e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.0700e-003</b>

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**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0512					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2854					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.8200e-003	3.8200e-003	1.0000e-005	0.0000	4.0700e-003
<b>Total</b>	<b>0.3368</b>	<b>2.0000e-005</b>	<b>1.9700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.8200e-003</b>	<b>3.8200e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.0700e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.8934	0.0708	1.7000e-003	6.1720
Unmitigated	4.7960	0.0885	2.1300e-003	7.6438

## 7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.66351 / 0.295946	4.6919	0.0870	2.0900e-003	7.4900
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0.0473145 / 0.0289992	0.1040	1.5500e-003	4.0000e-005	0.1538
<b>Total</b>		<b>4.7960</b>	<b>0.0885</b>	<b>2.1300e-003</b>	<b>7.6438</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.13081 / 0.295946	3.8051	0.0696	1.6700e-003	6.0438
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0.0378516 / 0.0289992	0.0883	1.2400e-003	3.0000e-005	0.1282
<b>Total</b>		<b>3.8934</b>	<b>0.0708</b>	<b>1.7000e-003</b>	<b>6.1720</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.5956	0.7444	0.0000	31.2050
Unmitigated	12.5956	0.7444	0.0000	31.2050

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	57.49	11.6700	0.6897	0.0000	28.9118
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	4.56	0.9256	0.0547	0.0000	2.2932
<b>Total</b>		<b>12.5956</b>	<b>0.7444</b>	<b>0.0000</b>	<b>31.2050</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Annual

**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	57.49	11.6700	0.6897	0.0000	28.9118
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	4.56	0.9256	0.0547	0.0000	2.2932
<b>Total</b>		<b>12.5956</b>	<b>0.7444</b>	<b>0.0000</b>	<b>31.2050</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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Three Rivers Hampton Inn & Suites - Tulare County, Annual

## **11.0 Vegetation**

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## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

### Three Rivers Hampton Inn & Suites

#### Tulare County, Summer

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	108.00	Space	0.97	43,200.00	0
Hotel	105.00	Room	1.81	72,364.00	0
Recreational Swimming Pool	0.80	1000sqft	0.02	800.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	549	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

Project Characteristics - Southern California Edison improved their CO2 emissions to 549 lb/MWh in 2017.

Land Use - Project information is derived from the project feasibility study (HVS Consulting & Valuation 2020) , preliminary design (DVB Architecture 2020), and traffic study (VRPA Technologies, Inc. 2020).

Construction Phase - Building construction, paving, and painting will occur simultaneously.

Vehicle Trips - All trips attributed to hotel use. Traffic Impact Study Report (VRPA Technologies, Inc. 2020).

Energy Use -

Construction Off-road Equipment Mitigation - SJVAPCD Rule VII Fugitive PM10 prohibitions, rules 8021-8071. Required clean fleet is a MM aimed to reduce NOx and comply with Rule 9510.

Energy Mitigation - Nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018).

Water Mitigation - CA water efficient appliance requirements.

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	220.00
tblConstructionPhase	NumDays	10.00	220.00
tblLandUse	LandUseSquareFeet	152,460.00	72,364.00
tblLandUse	LotAcreage	3.50	1.81
tblProjectCharacteristics	CO2IntensityFactor	702.44	549
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	33.82	0.00

## 2.0 Emissions Summary

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## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	8.4211	30.4703	30.9998	0.0572	6.6345	1.5040	7.5508	3.3893	1.4237	4.2323	0.0000	5,436.713 3	5,436.713 3	1.0519	0.0000	5,463.011 8
2022	8.0626	27.4889	30.4532	0.0569	0.7367	1.2808	2.0175	0.1983	1.2133	1.4117	0.0000	5,411.634 8	5,411.634 8	1.0397	0.0000	5,437.627 0
Maximum	8.4211	30.4703	30.9998	0.0572	6.6345	1.5040	7.5508	3.3893	1.4237	4.2323	0.0000	5,436.713 3	5,436.713 3	1.0519	0.0000	5,463.011 8

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.6634	7.1791	32.5854	0.0572	2.6376	0.0772	2.6717	1.3351	0.0766	1.3692	0.0000	5,436.713 3	5,436.713 3	1.0519	0.0000	5,463.011 8
2022	5.6310	7.0552	32.3310	0.0569	0.7367	0.0763	0.8130	0.1983	0.0757	0.2741	0.0000	5,411.634 8	5,411.634 8	1.0397	0.0000	5,437.627 0
Maximum	5.6634	7.1791	32.5854	0.0572	2.6376	0.0772	2.6717	1.3351	0.0766	1.3692	0.0000	5,436.713 3	5,436.713 3	1.0519	0.0000	5,463.011 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	31.48	75.44	-5.64	0.00	54.22	94.49	63.58	57.26	94.22	70.88	0.00	0.00	0.00	0.00	0.00	0.00

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
Energy	0.0756	0.6869	0.5770	4.1200e-003		0.0522	0.0522		0.0522	0.0522		824.2849	824.2849	0.0158	0.0151	829.1832
Mobile	1.7186	11.6150	13.9082	0.0552	3.4972	0.0442	3.5414	0.9372	0.0416	0.9788		5,633.7136	5,633.7136	0.2628		5,640.2830
<b>Total</b>	<b>3.6407</b>	<b>12.3021</b>	<b>14.5071</b>	<b>0.0594</b>	<b>3.4972</b>	<b>0.0965</b>	<b>3.5937</b>	<b>0.9372</b>	<b>0.0939</b>	<b>1.0311</b>		<b>6,458.0452</b>	<b>6,458.0452</b>	<b>0.2787</b>	<b>0.0151</b>	<b>6,469.5161</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
Energy	0.0542	0.4927	0.4139	2.9600e-003		0.0375	0.0375		0.0375	0.0375		591.2739	591.2739	0.0113	0.0108	594.7876
Mobile	1.7186	11.6150	13.9082	0.0552	3.4972	0.0442	3.5414	0.9372	0.0416	0.9788		5,633.7136	5,633.7136	0.2628		5,640.2830
<b>Total</b>	<b>3.6194</b>	<b>12.1079</b>	<b>14.3440</b>	<b>0.0582</b>	<b>3.4972</b>	<b>0.0817</b>	<b>3.5789</b>	<b>0.9372</b>	<b>0.0791</b>	<b>1.0163</b>		<b>6,225.0343</b>	<b>6,225.0343</b>	<b>0.2742</b>	<b>0.0108</b>	<b>6,235.1205</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.59	1.58	1.12	1.95	0.00	15.29	0.41	0.00	15.71	1.43	0.00	3.61	3.61	1.60	28.26	3.62

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/29/2021	5/3/2021	5	3	
2	Grading	Grading	5/4/2021	5/11/2021	5	6	
3	Building Construction	Building Construction	5/12/2021	3/15/2022	5	220	
4	Paving	Paving	5/12/2021	3/15/2022	5	220	
5	Architectural Coating	Architectural Coating	5/12/2021	3/15/2022	5	220	

**Acres of Grading (Site Preparation Phase): 4.5****Acres of Grading (Grading Phase): 3****Acres of Paving: 0.97****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 108,546; Non-Residential Outdoor: 36,182; Striped Parking Area: 2,592 (Architectural Coating – sqft)****OffRoad Equipment**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	49.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Site Preparation - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457		2,372.883 2	2,372.883 2	0.7674		2,392.069 2
<b>Total</b>	<b>1.5463</b>	<b>18.2862</b>	<b>10.7496</b>	<b>0.0245</b>	<b>1.5908</b>	<b>0.7019</b>	<b>2.2926</b>	<b>0.1718</b>	<b>0.6457</b>	<b>0.8175</b>		<b>2,372.883 2</b>	<b>2,372.883 2</b>	<b>0.7674</b>		<b>2,392.069 2</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.2 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0208	0.2671	6.4000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		64.1367	64.1367	1.8600e-003		64.1833
<b>Total</b>	<b>0.0396</b>	<b>0.0208</b>	<b>0.2671</b>	<b>6.4000e-004</b>	<b>0.0657</b>	<b>4.3000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.0000e-004</b>	<b>0.0178</b>		<b>64.1367</b>	<b>64.1367</b>	<b>1.8600e-003</b>		<b>64.1833</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670			0.0000			0.0000
Off-Road	0.3008	1.3034	11.8595	0.0245		0.0401	0.0401		0.0401	0.0401	0.0000	2,372.883 2	2,372.883 2	0.7674		2,392.069 2
<b>Total</b>	<b>0.3008</b>	<b>1.3034</b>	<b>11.8595</b>	<b>0.0245</b>	<b>0.6204</b>	<b>0.0401</b>	<b>0.6605</b>	<b>0.0670</b>	<b>0.0401</b>	<b>0.1071</b>	<b>0.0000</b>	<b>2,372.883 2</b>	<b>2,372.883 2</b>	<b>0.7674</b>		<b>2,392.069 2</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.2 Site Preparation - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0208	0.2671	6.4000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		64.1367	64.1367	1.8600e-003		64.1833
<b>Total</b>	<b>0.0396</b>	<b>0.0208</b>	<b>0.2671</b>	<b>6.4000e-004</b>	<b>0.0657</b>	<b>4.3000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.0000e-004</b>	<b>0.0178</b>		<b>64.1367</b>	<b>64.1367</b>	<b>1.8600e-003</b>		<b>64.1833</b>

**3.3 Grading - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425		1,995.6114	1,995.6114	0.6454		2,011.7470
<b>Total</b>	<b>1.8271</b>	<b>20.2135</b>	<b>9.7604</b>	<b>0.0206</b>	<b>6.5523</b>	<b>0.9158</b>	<b>7.4681</b>	<b>3.3675</b>	<b>0.8425</b>	<b>4.2100</b>		<b>1,995.6114</b>	<b>1,995.6114</b>	<b>0.6454</b>		<b>2,011.7470</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.3 Grading - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0495	0.0260	0.3339	8.1000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.1709	80.1709	2.3300e-003		80.2291
<b>Total</b>	<b>0.0495</b>	<b>0.0260</b>	<b>0.3339</b>	<b>8.1000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>80.1709</b>	<b>80.1709</b>	<b>2.3300e-003</b>		<b>80.2291</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	0.2522	1.0927	10.9071	0.0206		0.0336	0.0336		0.0336	0.0336	0.0000	1,995.6114	1,995.6114	0.6454		2,011.7470
<b>Total</b>	<b>0.2522</b>	<b>1.0927</b>	<b>10.9071</b>	<b>0.0206</b>	<b>2.5554</b>	<b>0.0336</b>	<b>2.5890</b>	<b>1.3133</b>	<b>0.0336</b>	<b>1.3469</b>	<b>0.0000</b>	<b>1,995.6114</b>	<b>1,995.6114</b>	<b>0.6454</b>		<b>2,011.7470</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.3 Grading - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0495	0.0260	0.3339	8.1000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.1709	80.1709	2.3300e-003		80.2291
<b>Total</b>	<b>0.0495</b>	<b>0.0260</b>	<b>0.3339</b>	<b>8.1000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>80.1709</b>	<b>80.1709</b>	<b>2.3300e-003</b>		<b>80.2291</b>

**3.4 Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.9355	2,288.9355	0.4503		2,300.1935
<b>Total</b>	<b>2.0451</b>	<b>16.0275</b>	<b>14.5629</b>	<b>0.0250</b>		<b>0.8173</b>	<b>0.8173</b>		<b>0.7831</b>	<b>0.7831</b>		<b>2,288.9355</b>	<b>2,288.9355</b>	<b>0.4503</b>		<b>2,300.1935</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.4 Building Construction - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0600	2.0760	0.3728	5.3800e-003	0.1288	6.0500e-003	0.1348	0.0371	5.7800e-003	0.0429		563.9543	563.9543	0.0234		564.5399
Worker	0.2427	0.1272	1.6361	3.9500e-003	0.4025	2.6300e-003	0.4052	0.1068	2.4300e-003	0.1092		392.8375	392.8375	0.0114		393.1224
<b>Total</b>	<b>0.3028</b>	<b>2.2033</b>	<b>2.0090</b>	<b>9.3300e-003</b>	<b>0.5313</b>	<b>8.6800e-003</b>	<b>0.5400</b>	<b>0.1439</b>	<b>8.2100e-003</b>	<b>0.1521</b>		<b>956.7918</b>	<b>956.7918</b>	<b>0.0348</b>		<b>957.6623</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3296	3.8705	14.9355	0.0250		0.0352	0.0352		0.0352	0.0352	0.0000	2,288.9355	2,288.9355	0.4503		2,300.1935
<b>Total</b>	<b>0.3296</b>	<b>3.8705</b>	<b>14.9355</b>	<b>0.0250</b>		<b>0.0352</b>	<b>0.0352</b>		<b>0.0352</b>	<b>0.0352</b>	<b>0.0000</b>	<b>2,288.9355</b>	<b>2,288.9355</b>	<b>0.4503</b>		<b>2,300.1935</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.4 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0600	2.0760	0.3728	5.3800e-003	0.1288	6.0500e-003	0.1348	0.0371	5.7800e-003	0.0429		563.9543	563.9543	0.0234		564.5399
Worker	0.2427	0.1272	1.6361	3.9500e-003	0.4025	2.6300e-003	0.4052	0.1068	2.4300e-003	0.1092		392.8375	392.8375	0.0114		393.1224
<b>Total</b>	<b>0.3028</b>	<b>2.2033</b>	<b>2.0090</b>	<b>9.3300e-003</b>	<b>0.5313</b>	<b>8.6800e-003</b>	<b>0.5400</b>	<b>0.1439</b>	<b>8.2100e-003</b>	<b>0.1521</b>		<b>956.7918</b>	<b>956.7918</b>	<b>0.0348</b>		<b>957.6623</b>

**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
<b>Total</b>	<b>1.8555</b>	<b>14.6040</b>	<b>14.3533</b>	<b>0.0250</b>		<b>0.7022</b>	<b>0.7022</b>		<b>0.6731</b>	<b>0.6731</b>		<b>2,289.2813</b>	<b>2,289.2813</b>	<b>0.4417</b>		<b>2,300.3230</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.4 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0557	1.9731	0.3437	5.3300e-003	0.1288	5.2500e-003	0.1340	0.0371	5.0300e-003	0.0421		559.0002	559.0002	0.0226		559.5638
Worker	0.2241	0.1133	1.4870	3.8100e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		378.8999	378.8999	0.0101		379.1530
<b>Total</b>	<b>0.2799</b>	<b>2.0865</b>	<b>1.8307</b>	<b>9.1400e-003</b>	<b>0.5313</b>	<b>7.7800e-003</b>	<b>0.5391</b>	<b>0.1439</b>	<b>7.3600e-003</b>	<b>0.1512</b>		<b>937.9000</b>	<b>937.9000</b>	<b>0.0327</b>		<b>938.7168</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3296	3.8705	14.9355	0.0250		0.0352	0.0352		0.0352	0.0352	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
<b>Total</b>	<b>0.3296</b>	<b>3.8705</b>	<b>14.9355</b>	<b>0.0250</b>		<b>0.0352</b>	<b>0.0352</b>		<b>0.0352</b>	<b>0.0352</b>	<b>0.0000</b>	<b>2,289.2813</b>	<b>2,289.2813</b>	<b>0.4417</b>		<b>2,300.3230</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.4 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0557	1.9731	0.3437	5.3300e-003	0.1288	5.2500e-003	0.1340	0.0371	5.0300e-003	0.0421		559.0002	559.0002	0.0226		559.5638
Worker	0.2241	0.1133	1.4870	3.8100e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		378.8999	378.8999	0.0101		379.1530
<b>Total</b>	<b>0.2799</b>	<b>2.0865</b>	<b>1.8307</b>	<b>9.1400e-003</b>	<b>0.5313</b>	<b>7.7800e-003</b>	<b>0.5391</b>	<b>0.1439</b>	<b>7.3600e-003</b>	<b>0.1512</b>		<b>937.9000</b>	<b>937.9000</b>	<b>0.0327</b>		<b>938.7168</b>

**3.5 Paving - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0749</b>	<b>10.6478</b>	<b>11.7756</b>	<b>0.0178</b>		<b>0.5826</b>	<b>0.5826</b>		<b>0.5371</b>	<b>0.5371</b>		<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>		<b>1,722.6524</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.5 Paving - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0743	0.0390	0.5009	1.2100e-003	0.1232	8.1000e-004	0.1240	0.0327	7.4000e-004	0.0334		120.2564	120.2564	3.4900e-003		120.3436
<b>Total</b>	<b>0.0743</b>	<b>0.0390</b>	<b>0.5009</b>	<b>1.2100e-003</b>	<b>0.1232</b>	<b>8.1000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.4000e-004</b>	<b>0.0334</b>		<b>120.2564</b>	<b>120.2564</b>	<b>3.4900e-003</b>		<b>120.3436</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2104	0.9117	12.9737	0.0178		0.0281	0.0281		0.0281	0.0281	0.0000	1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2219</b>	<b>0.9117</b>	<b>12.9737</b>	<b>0.0178</b>		<b>0.0281</b>	<b>0.0281</b>		<b>0.0281</b>	<b>0.0281</b>	<b>0.0000</b>	<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>		<b>1,722.6524</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.5 Paving - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0743	0.0390	0.5009	1.2100e-003	0.1232	8.1000e-004	0.1240	0.0327	7.4000e-004	0.0334		120.2564	120.2564	3.4900e-003		120.3436
<b>Total</b>	<b>0.0743</b>	<b>0.0390</b>	<b>0.5009</b>	<b>1.2100e-003</b>	<b>0.1232</b>	<b>8.1000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.4000e-004</b>	<b>0.0334</b>		<b>120.2564</b>	<b>120.2564</b>	<b>3.4900e-003</b>		<b>120.3436</b>

**3.5 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9527</b>	<b>9.3322</b>	<b>11.6970</b>	<b>0.0179</b>		<b>0.4879</b>	<b>0.4879</b>		<b>0.4500</b>	<b>0.4500</b>		<b>1,709.6892</b>	<b>1,709.6892</b>	<b>0.5419</b>		<b>1,723.2356</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.5 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0686	0.0347	0.4552	1.1700e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		115.9898	115.9898	3.1000e-003		116.0673
<b>Total</b>	<b>0.0686</b>	<b>0.0347</b>	<b>0.4552</b>	<b>1.1700e-003</b>	<b>0.1232</b>	<b>7.8000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.1000e-004</b>	<b>0.0334</b>		<b>115.9898</b>	<b>115.9898</b>	<b>3.1000e-003</b>		<b>116.0673</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2104	0.9117	12.9737	0.0179		0.0281	0.0281		0.0281	0.0281	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2219</b>	<b>0.9117</b>	<b>12.9737</b>	<b>0.0179</b>		<b>0.0281</b>	<b>0.0281</b>		<b>0.0281</b>	<b>0.0281</b>	<b>0.0000</b>	<b>1,709.6892</b>	<b>1,709.6892</b>	<b>0.5419</b>		<b>1,723.2356</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.5 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0686	0.0347	0.4552	1.1700e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		115.9898	115.9898	3.1000e-003		116.0673
<b>Total</b>	<b>0.0686</b>	<b>0.0347</b>	<b>0.4552</b>	<b>1.1700e-003</b>	<b>0.1232</b>	<b>7.8000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.1000e-004</b>	<b>0.0334</b>		<b>115.9898</b>	<b>115.9898</b>	<b>3.1000e-003</b>		<b>116.0673</b>

**3.6 Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>4.8746</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.6 Architectural Coating - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0495	0.0260	0.3339	8.1000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.1709	80.1709	2.3300e-003		80.2291
<b>Total</b>	<b>0.0495</b>	<b>0.0260</b>	<b>0.3339</b>	<b>8.1000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>80.1709</b>	<b>80.1709</b>	<b>2.3300e-003</b>		<b>80.2291</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>4.6854</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.6 Architectural Coating - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0495	0.0260	0.3339	8.1000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		80.1709	80.1709	2.3300e-003		80.2291
<b>Total</b>	<b>0.0495</b>	<b>0.0260</b>	<b>0.3339</b>	<b>8.1000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>80.1709</b>	<b>80.1709</b>	<b>2.3300e-003</b>		<b>80.2291</b>

**3.6 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>4.8602</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.6 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0457	0.0231	0.3035	7.8000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.3265	77.3265	2.0700e-003		77.3782
<b>Total</b>	<b>0.0457</b>	<b>0.0231</b>	<b>0.3035</b>	<b>7.8000e-004</b>	<b>0.0822</b>	<b>5.2000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.8000e-004</b>	<b>0.0223</b>		<b>77.3265</b>	<b>77.3265</b>	<b>2.0700e-003</b>		<b>77.3782</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>4.6854</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**3.6 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0457	0.0231	0.3035	7.8000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.3265	77.3265	2.0700e-003		77.3782
<b>Total</b>	<b>0.0457</b>	<b>0.0231</b>	<b>0.3035</b>	<b>7.8000e-004</b>	<b>0.0822</b>	<b>5.2000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.8000e-004</b>	<b>0.0223</b>		<b>77.3265</b>	<b>77.3265</b>	<b>2.0700e-003</b>		<b>77.3782</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7186	11.6150	13.9082	0.0552	3.4972	0.0442	3.5414	0.9372	0.0416	0.9788		5,633.7136	5,633.7136	0.2628		5,640.2830
Unmitigated	1.7186	11.6150	13.9082	0.0552	3.4972	0.0442	3.5414	0.9372	0.0416	0.9788		5,633.7136	5,633.7136	0.2628		5,640.2830

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	857.85	859.95	624.75	1,567,158	1,567,158
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	857.85	859.95	624.75	1,567,158	1,567,158

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	9.50	7.30	7.30	33.00	48.00	19.00	52	39	9

## 4.4 Fleet Mix

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710
Parking Lot	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710
Recreational Swimming Pool	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0542	0.4927	0.4139	2.9600e-003		0.0375	0.0375		0.0375	0.0375		591.2739	591.2739	0.0113	0.0108	594.7876
NaturalGas Unmitigated	0.0756	0.6869	0.5770	4.1200e-003		0.0522	0.0522		0.0522	0.0522		824.2849	824.2849	0.0158	0.0151	829.1832

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	7006.42	0.0756	0.6869	0.5770	4.1200e-003		0.0522	0.0522		0.0522	0.0522		824.2849	824.2849	0.0158	0.0151	829.1832
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0756</b>	<b>0.6869</b>	<b>0.5770</b>	<b>4.1200e-003</b>		<b>0.0522</b>	<b>0.0522</b>		<b>0.0522</b>	<b>0.0522</b>		<b>824.2849</b>	<b>824.2849</b>	<b>0.0158</b>	<b>0.0151</b>	<b>829.1832</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	5.02583	0.0542	0.4927	0.4139	2.9600e-003		0.0375	0.0375		0.0375	0.0375		591.2739	591.2739	0.0113	0.0108	594.7876
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0542</b>	<b>0.4927</b>	<b>0.4139</b>	<b>2.9600e-003</b>		<b>0.0375</b>	<b>0.0375</b>		<b>0.0375</b>	<b>0.0375</b>		<b>591.2739</b>	<b>591.2739</b>	<b>0.0113</b>	<b>0.0108</b>	<b>594.7876</b>

**6.0 Area Detail**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
Unmitigated	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2806					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
<b>Total</b>	<b>1.8465</b>	<b>2.0000e-004</b>	<b>0.0219</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0468</b>	<b>0.0468</b>	<b>1.2000e-004</b>		<b>0.0499</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2806					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
<b>Total</b>	<b>1.8465</b>	<b>2.0000e-004</b>	<b>0.0219</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0468</b>	<b>0.0468</b>	<b>1.2000e-004</b>		<b>0.0499</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

**8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Summer

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

## Three Rivers Hampton Inn & Suites

### Tulare County, Winter

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	108.00	Space	0.97	43,200.00	0
Hotel	105.00	Room	1.81	72,364.00	0
Recreational Swimming Pool	0.80	1000sqft	0.02	800.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	549	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

Project Characteristics - Southern California Edison improved their CO2 emissions to 549 lb/MWh in 2017.

Land Use - Project information is derived from the project feasibility study (HVS Consulting & Valuation 2020) , preliminary design (DVB Architecture 2020), and traffic study (VRPA Technologies, Inc. 2020).

Construction Phase - Building construction, paving, and painting will occur simultaneously.

Vehicle Trips - All trips attributed to hotel use. Traffic Impact Study Report (VRPA Technologies, Inc. 2020).

Energy Use -

Construction Off-road Equipment Mitigation - SJVAPCD Rule VII Fugitive PM10 prohibitions, rules 8021-8071. Required clean fleet is a MM aimed to reduce NOx and comply with Rule 9510.

Energy Mitigation - Nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018).

Water Mitigation - CA water efficient appliance requirements.

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	220.00
tblConstructionPhase	NumDays	10.00	220.00
tblLandUse	LandUseSquareFeet	152,460.00	72,364.00
tblLandUse	LotAcreage	3.50	1.81
tblProjectCharacteristics	CO2IntensityFactor	702.44	549
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	33.82	0.00

## 2.0 Emissions Summary

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## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	8.3962	30.5264	30.6734	0.0563	6.6345	1.5042	7.5508	3.3893	1.4240	4.2323	0.0000	5,345.568 2	5,345.568 2	1.0526	0.0000	5,371.882 5
2022	8.0401	27.5373	30.1507	0.0560	0.7367	1.2811	2.0178	0.1983	1.2135	1.4119	0.0000	5,323.153 9	5,323.153 9	1.0405	0.0000	5,349.166 2
Maximum	8.3962	30.5264	30.6734	0.0563	6.6345	1.5042	7.5508	3.3893	1.4240	4.2323	0.0000	5,345.568 2	5,345.568 2	1.0526	0.0000	5,371.882 5

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.6386	7.2351	32.2590	0.0563	2.6376	0.0775	2.6717	1.3351	0.0769	1.3692	0.0000	5,345.568 2	5,345.568 2	1.0526	0.0000	5,371.882 5
2022	5.6086	7.1036	32.0285	0.0560	0.7367	0.0765	0.8132	0.1983	0.0760	0.2743	0.0000	5,323.153 9	5,323.153 9	1.0405	0.0000	5,349.166 2
Maximum	5.6386	7.2351	32.2590	0.0563	2.6376	0.0775	2.6717	1.3351	0.0769	1.3692	0.0000	5,345.568 2	5,345.568 2	1.0526	0.0000	5,371.882 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	31.57	75.31	-5.69	0.00	54.22	94.47	63.58	57.26	94.21	70.88	0.00	0.00	0.00	0.00	0.00	0.00

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
Energy	0.0756	0.6869	0.5770	4.1200e-003		0.0522	0.0522		0.0522	0.0522		824.2849	824.2849	0.0158	0.0151	829.1832
Mobile	1.3017	11.7853	13.3078	0.0504	3.4972	0.0455	3.5427	0.9372	0.0429	0.9801		5,146.001 1	5,146.001 1	0.2768		5,152.921 7
<b>Total</b>	<b>3.2238</b>	<b>12.4724</b>	<b>13.9067</b>	<b>0.0545</b>	<b>3.4972</b>	<b>0.0978</b>	<b>3.5950</b>	<b>0.9372</b>	<b>0.0952</b>	<b>1.0324</b>		<b>5,970.332 7</b>	<b>5,970.332 7</b>	<b>0.2927</b>	<b>0.0151</b>	<b>5,982.154 7</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
Energy	0.0542	0.4927	0.4139	2.9600e-003		0.0375	0.0375		0.0375	0.0375		591.2739	591.2739	0.0113	0.0108	594.7876
Mobile	1.3017	11.7853	13.3078	0.0504	3.4972	0.0455	3.5427	0.9372	0.0429	0.9801		5,146.001 1	5,146.001 1	0.2768		5,152.921 7
<b>Total</b>	<b>3.2024</b>	<b>12.2782</b>	<b>13.7436</b>	<b>0.0534</b>	<b>3.4972</b>	<b>0.0830</b>	<b>3.5803</b>	<b>0.9372</b>	<b>0.0804</b>	<b>1.0176</b>		<b>5,737.321 8</b>	<b>5,737.321 8</b>	<b>0.2883</b>	<b>0.0108</b>	<b>5,747.759 2</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.66	1.56	1.17	2.13	0.00	15.08	0.41	0.00	15.50	1.43	0.00	3.90	3.90	1.53	28.26	3.92

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/29/2021	5/3/2021	5	3	
2	Grading	Grading	5/4/2021	5/11/2021	5	6	
3	Building Construction	Building Construction	5/12/2021	3/15/2022	5	220	
4	Paving	Paving	5/12/2021	3/15/2022	5	220	
5	Architectural Coating	Architectural Coating	5/12/2021	3/15/2022	5	220	

**Acres of Grading (Site Preparation Phase): 4.5****Acres of Grading (Grading Phase): 3****Acres of Paving: 0.97****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 108,546; Non-Residential Outdoor: 36,182; Striped Parking Area: 2,592 (Architectural Coating – sqft)****OffRoad Equipment**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	49.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Site Preparation - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457		2,372.883 2	2,372.883 2	0.7674		2,392.069 2
<b>Total</b>	<b>1.5463</b>	<b>18.2862</b>	<b>10.7496</b>	<b>0.0245</b>	<b>1.5908</b>	<b>0.7019</b>	<b>2.2926</b>	<b>0.1718</b>	<b>0.6457</b>	<b>0.8175</b>		<b>2,372.883 2</b>	<b>2,372.883 2</b>	<b>0.7674</b>		<b>2,392.069 2</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.2 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0366	0.0244	0.2247	5.6000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		56.1353	56.1353	1.6300e-003		56.1761
<b>Total</b>	<b>0.0366</b>	<b>0.0244</b>	<b>0.2247</b>	<b>5.6000e-004</b>	<b>0.0657</b>	<b>4.3000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.0000e-004</b>	<b>0.0178</b>		<b>56.1353</b>	<b>56.1353</b>	<b>1.6300e-003</b>		<b>56.1761</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6204	0.0000	0.6204	0.0670	0.0000	0.0670			0.0000			0.0000
Off-Road	0.3008	1.3034	11.8595	0.0245		0.0401	0.0401		0.0401	0.0401	0.0000	2,372.883 2	2,372.883 2	0.7674		2,392.069 2
<b>Total</b>	<b>0.3008</b>	<b>1.3034</b>	<b>11.8595</b>	<b>0.0245</b>	<b>0.6204</b>	<b>0.0401</b>	<b>0.6605</b>	<b>0.0670</b>	<b>0.0401</b>	<b>0.1071</b>	<b>0.0000</b>	<b>2,372.883 2</b>	<b>2,372.883 2</b>	<b>0.7674</b>		<b>2,392.069 2</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.2 Site Preparation - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0366	0.0244	0.2247	5.6000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		56.1353	56.1353	1.6300e-003		56.1761
<b>Total</b>	<b>0.0366</b>	<b>0.0244</b>	<b>0.2247</b>	<b>5.6000e-004</b>	<b>0.0657</b>	<b>4.3000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.0000e-004</b>	<b>0.0178</b>		<b>56.1353</b>	<b>56.1353</b>	<b>1.6300e-003</b>		<b>56.1761</b>

**3.3 Grading - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425		1,995.6114	1,995.6114	0.6454		2,011.7470
<b>Total</b>	<b>1.8271</b>	<b>20.2135</b>	<b>9.7604</b>	<b>0.0206</b>	<b>6.5523</b>	<b>0.9158</b>	<b>7.4681</b>	<b>3.3675</b>	<b>0.8425</b>	<b>4.2100</b>		<b>1,995.6114</b>	<b>1,995.6114</b>	<b>0.6454</b>		<b>2,011.7470</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.3 Grading - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0305	0.2809	7.0000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		70.1692	70.1692	2.0400e-003		70.2201
<b>Total</b>	<b>0.0458</b>	<b>0.0305</b>	<b>0.2809</b>	<b>7.0000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>70.1692</b>	<b>70.1692</b>	<b>2.0400e-003</b>		<b>70.2201</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	0.2522	1.0927	10.9071	0.0206		0.0336	0.0336		0.0336	0.0336	0.0000	1,995.6114	1,995.6114	0.6454		2,011.7470
<b>Total</b>	<b>0.2522</b>	<b>1.0927</b>	<b>10.9071</b>	<b>0.0206</b>	<b>2.5554</b>	<b>0.0336</b>	<b>2.5890</b>	<b>1.3133</b>	<b>0.0336</b>	<b>1.3469</b>	<b>0.0000</b>	<b>1,995.6114</b>	<b>1,995.6114</b>	<b>0.6454</b>		<b>2,011.7470</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.3 Grading - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0305	0.2809	7.0000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		70.1692	70.1692	2.0400e-003		70.2201
<b>Total</b>	<b>0.0458</b>	<b>0.0305</b>	<b>0.2809</b>	<b>7.0000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>70.1692</b>	<b>70.1692</b>	<b>2.0400e-003</b>		<b>70.2201</b>

**3.4 Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.9355	2,288.9355	0.4503		2,300.1935
<b>Total</b>	<b>2.0451</b>	<b>16.0275</b>	<b>14.5629</b>	<b>0.0250</b>		<b>0.8173</b>	<b>0.8173</b>		<b>0.7831</b>	<b>0.7831</b>		<b>2,288.9355</b>	<b>2,288.9355</b>	<b>0.4503</b>		<b>2,300.1935</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.4 Building Construction - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0631	2.0985	0.4390	5.2200e-003	0.1288	6.2800e-003	0.1351	0.0371	6.0100e-003	0.0431		546.8221	546.8221	0.0262		547.4772
Worker	0.2242	0.1495	1.3762	3.4500e-003	0.4025	2.6300e-003	0.4052	0.1068	2.4300e-003	0.1092		343.8289	343.8289	9.9700e-003		344.0783
<b>Total</b>	<b>0.2873</b>	<b>2.2480</b>	<b>1.8152</b>	<b>8.6700e-003</b>	<b>0.5313</b>	<b>8.9100e-003</b>	<b>0.5402</b>	<b>0.1439</b>	<b>8.4400e-003</b>	<b>0.1523</b>		<b>890.6510</b>	<b>890.6510</b>	<b>0.0362</b>		<b>891.5555</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3296	3.8705	14.9355	0.0250		0.0352	0.0352		0.0352	0.0352	0.0000	2,288.9355	2,288.9355	0.4503		2,300.1935
<b>Total</b>	<b>0.3296</b>	<b>3.8705</b>	<b>14.9355</b>	<b>0.0250</b>		<b>0.0352</b>	<b>0.0352</b>		<b>0.0352</b>	<b>0.0352</b>	<b>0.0000</b>	<b>2,288.9355</b>	<b>2,288.9355</b>	<b>0.4503</b>		<b>2,300.1935</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.4 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0631	2.0985	0.4390	5.2200e-003	0.1288	6.2800e-003	0.1351	0.0371	6.0100e-003	0.0431		546.8221	546.8221	0.0262		547.4772
Worker	0.2242	0.1495	1.3762	3.4500e-003	0.4025	2.6300e-003	0.4052	0.1068	2.4300e-003	0.1092		343.8289	343.8289	9.9700e-003		344.0783
<b>Total</b>	<b>0.2873</b>	<b>2.2480</b>	<b>1.8152</b>	<b>8.6700e-003</b>	<b>0.5313</b>	<b>8.9100e-003</b>	<b>0.5402</b>	<b>0.1439</b>	<b>8.4400e-003</b>	<b>0.1523</b>		<b>890.6510</b>	<b>890.6510</b>	<b>0.0362</b>		<b>891.5555</b>

**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
<b>Total</b>	<b>1.8555</b>	<b>14.6040</b>	<b>14.3533</b>	<b>0.0250</b>		<b>0.7022</b>	<b>0.7022</b>		<b>0.6731</b>	<b>0.6731</b>		<b>2,289.2813</b>	<b>2,289.2813</b>	<b>0.4417</b>		<b>2,300.3230</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.4 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0586	1.9917	0.4055	5.1700e-003	0.1288	5.4800e-003	0.1343	0.0371	5.2400e-003	0.0423		541.8875	541.8875	0.0253		542.5195
Worker	0.2073	0.1331	1.2458	3.3300e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		331.6425	331.6425	8.8500e-003		331.8638
<b>Total</b>	<b>0.2660</b>	<b>2.1248</b>	<b>1.6513</b>	<b>8.5000e-003</b>	<b>0.5313</b>	<b>8.0100e-003</b>	<b>0.5393</b>	<b>0.1439</b>	<b>7.5700e-003</b>	<b>0.1514</b>		<b>873.5300</b>	<b>873.5300</b>	<b>0.0341</b>		<b>874.3833</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3296	3.8705	14.9355	0.0250		0.0352	0.0352		0.0352	0.0352	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
<b>Total</b>	<b>0.3296</b>	<b>3.8705</b>	<b>14.9355</b>	<b>0.0250</b>		<b>0.0352</b>	<b>0.0352</b>		<b>0.0352</b>	<b>0.0352</b>	<b>0.0000</b>	<b>2,289.2813</b>	<b>2,289.2813</b>	<b>0.4417</b>		<b>2,300.3230</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.4 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0586	1.9917	0.4055	5.1700e-003	0.1288	5.4800e-003	0.1343	0.0371	5.2400e-003	0.0423		541.8875	541.8875	0.0253		542.5195
Worker	0.2073	0.1331	1.2458	3.3300e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		331.6425	331.6425	8.8500e-003		331.8638
<b>Total</b>	<b>0.2660</b>	<b>2.1248</b>	<b>1.6513</b>	<b>8.5000e-003</b>	<b>0.5313</b>	<b>8.0100e-003</b>	<b>0.5393</b>	<b>0.1439</b>	<b>7.5700e-003</b>	<b>0.1514</b>		<b>873.5300</b>	<b>873.5300</b>	<b>0.0341</b>		<b>874.3833</b>

**3.5 Paving - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0749</b>	<b>10.6478</b>	<b>11.7756</b>	<b>0.0178</b>		<b>0.5826</b>	<b>0.5826</b>		<b>0.5371</b>	<b>0.5371</b>		<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>		<b>1,722.6524</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.5 Paving - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0686	0.0458	0.4213	1.0600e-003	0.1232	8.1000e-004	0.1240	0.0327	7.4000e-004	0.0334		105.2538	105.2538	3.0500e-003		105.3301
<b>Total</b>	<b>0.0686</b>	<b>0.0458</b>	<b>0.4213</b>	<b>1.0600e-003</b>	<b>0.1232</b>	<b>8.1000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.4000e-004</b>	<b>0.0334</b>		<b>105.2538</b>	<b>105.2538</b>	<b>3.0500e-003</b>		<b>105.3301</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2104	0.9117	12.9737	0.0178		0.0281	0.0281		0.0281	0.0281	0.0000	1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2219</b>	<b>0.9117</b>	<b>12.9737</b>	<b>0.0178</b>		<b>0.0281</b>	<b>0.0281</b>		<b>0.0281</b>	<b>0.0281</b>	<b>0.0000</b>	<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>		<b>1,722.6524</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.5 Paving - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0686	0.0458	0.4213	1.0600e-003	0.1232	8.1000e-004	0.1240	0.0327	7.4000e-004	0.0334		105.2538	105.2538	3.0500e-003		105.3301
<b>Total</b>	<b>0.0686</b>	<b>0.0458</b>	<b>0.4213</b>	<b>1.0600e-003</b>	<b>0.1232</b>	<b>8.1000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.4000e-004</b>	<b>0.0334</b>		<b>105.2538</b>	<b>105.2538</b>	<b>3.0500e-003</b>		<b>105.3301</b>

**3.5 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9527</b>	<b>9.3322</b>	<b>11.6970</b>	<b>0.0179</b>		<b>0.4879</b>	<b>0.4879</b>		<b>0.4500</b>	<b>0.4500</b>		<b>1,709.6892</b>	<b>1,709.6892</b>	<b>0.5419</b>		<b>1,723.2356</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.5 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0635	0.0407	0.3814	1.0200e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		101.5232	101.5232	2.7100e-003		101.5910
<b>Total</b>	<b>0.0635</b>	<b>0.0407</b>	<b>0.3814</b>	<b>1.0200e-003</b>	<b>0.1232</b>	<b>7.8000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.1000e-004</b>	<b>0.0334</b>		<b>101.5232</b>	<b>101.5232</b>	<b>2.7100e-003</b>		<b>101.5910</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2104	0.9117	12.9737	0.0179		0.0281	0.0281		0.0281	0.0281	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2219</b>	<b>0.9117</b>	<b>12.9737</b>	<b>0.0179</b>		<b>0.0281</b>	<b>0.0281</b>		<b>0.0281</b>	<b>0.0281</b>	<b>0.0000</b>	<b>1,709.6892</b>	<b>1,709.6892</b>	<b>0.5419</b>		<b>1,723.2356</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.5 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0635	0.0407	0.3814	1.0200e-003	0.1232	7.8000e-004	0.1240	0.0327	7.1000e-004	0.0334		101.5232	101.5232	2.7100e-003		101.5910
<b>Total</b>	<b>0.0635</b>	<b>0.0407</b>	<b>0.3814</b>	<b>1.0200e-003</b>	<b>0.1232</b>	<b>7.8000e-004</b>	<b>0.1240</b>	<b>0.0327</b>	<b>7.1000e-004</b>	<b>0.0334</b>		<b>101.5232</b>	<b>101.5232</b>	<b>2.7100e-003</b>		<b>101.5910</b>

**3.6 Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>4.8746</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.6 Architectural Coating - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0305	0.2809	7.0000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		70.1692	70.1692	2.0400e-003		70.2201
<b>Total</b>	<b>0.0458</b>	<b>0.0305</b>	<b>0.2809</b>	<b>7.0000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>70.1692</b>	<b>70.1692</b>	<b>2.0400e-003</b>		<b>70.2201</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>4.6854</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.6 Architectural Coating - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0458	0.0305	0.2809	7.0000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		70.1692	70.1692	2.0400e-003		70.2201
<b>Total</b>	<b>0.0458</b>	<b>0.0305</b>	<b>0.2809</b>	<b>7.0000e-004</b>	<b>0.0822</b>	<b>5.4000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.9000e-004</b>	<b>0.0223</b>		<b>70.1692</b>	<b>70.1692</b>	<b>2.0400e-003</b>		<b>70.2201</b>

**3.6 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>4.8602</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.6 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0423	0.0272	0.2542	6.8000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		67.6822	67.6822	1.8100e-003		67.7273
<b>Total</b>	<b>0.0423</b>	<b>0.0272</b>	<b>0.2542</b>	<b>6.8000e-004</b>	<b>0.0822</b>	<b>5.2000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.8000e-004</b>	<b>0.0223</b>		<b>67.6822</b>	<b>67.6822</b>	<b>1.8100e-003</b>		<b>67.7273</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.6557					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>4.6854</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**3.6 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0423	0.0272	0.2542	6.8000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		67.6822	67.6822	1.8100e-003		67.7273
<b>Total</b>	<b>0.0423</b>	<b>0.0272</b>	<b>0.2542</b>	<b>6.8000e-004</b>	<b>0.0822</b>	<b>5.2000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>4.8000e-004</b>	<b>0.0223</b>		<b>67.6822</b>	<b>67.6822</b>	<b>1.8100e-003</b>		<b>67.7273</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3017	11.7853	13.3078	0.0504	3.4972	0.0455	3.5427	0.9372	0.0429	0.9801		5,146.001 1	5,146.001 1	0.2768		5,152.921 7
Unmitigated	1.3017	11.7853	13.3078	0.0504	3.4972	0.0455	3.5427	0.9372	0.0429	0.9801		5,146.001 1	5,146.001 1	0.2768		5,152.921 7

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	857.85	859.95	624.75	1,567,158	1,567,158
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	857.85	859.95	624.75	1,567,158	1,567,158

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	9.50	7.30	7.30	33.00	48.00	19.00	52	39	9

## 4.4 Fleet Mix

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710
Parking Lot	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710
Recreational Swimming Pool	0.525564	0.032657	0.173666	0.133675	0.020482	0.005111	0.020758	0.078919	0.001825	0.001263	0.004259	0.001112	0.000710

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0542	0.4927	0.4139	2.9600e-003		0.0375	0.0375		0.0375	0.0375		591.2739	591.2739	0.0113	0.0108	594.7876
NaturalGas Unmitigated	0.0756	0.6869	0.5770	4.1200e-003		0.0522	0.0522		0.0522	0.0522		824.2849	824.2849	0.0158	0.0151	829.1832

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	7006.42	0.0756	0.6869	0.5770	4.1200e-003		0.0522	0.0522		0.0522	0.0522		824.2849	824.2849	0.0158	0.0151	829.1832
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0756</b>	<b>0.6869</b>	<b>0.5770</b>	<b>4.1200e-003</b>		<b>0.0522</b>	<b>0.0522</b>		<b>0.0522</b>	<b>0.0522</b>		<b>824.2849</b>	<b>824.2849</b>	<b>0.0158</b>	<b>0.0151</b>	<b>829.1832</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	5.02583	0.0542	0.4927	0.4139	2.9600e-003		0.0375	0.0375		0.0375	0.0375		591.2739	591.2739	0.0113	0.0108	594.7876
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0542</b>	<b>0.4927</b>	<b>0.4139</b>	<b>2.9600e-003</b>		<b>0.0375</b>	<b>0.0375</b>		<b>0.0375</b>	<b>0.0375</b>		<b>591.2739</b>	<b>591.2739</b>	<b>0.0113</b>	<b>0.0108</b>	<b>594.7876</b>

**6.0 Area Detail**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
Unmitigated	1.8465	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2806					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
<b>Total</b>	<b>1.8465</b>	<b>2.0000e-004</b>	<b>0.0219</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0468</b>	<b>0.0468</b>	<b>1.2000e-004</b>		<b>0.0499</b>

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2806					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5639					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0300e-003	2.0000e-004	0.0219	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0468	0.0468	1.2000e-004		0.0499
<b>Total</b>	<b>1.8465</b>	<b>2.0000e-004</b>	<b>0.0219</b>	<b>0.0000</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>8.0000e-005</b>	<b>8.0000e-005</b>		<b>0.0468</b>	<b>0.0468</b>	<b>1.2000e-004</b>		<b>0.0499</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

**8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

## Three Rivers Hampton Inn &amp; Suites - Tulare County, Winter

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

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# Attachment “B”

## Biological Resources

# **Biological Resources Assessment**

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## **Hampton Inn and Suites Three Rivers**

Tulare County, California

### **Prepared for:**

Ineffable Hospitality, Inc

**August 19, 2020**



**ECORP Consulting, Inc.**  
ENVIRONMENTAL CONSULTANTS

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## **LIST OF ATTACHMENTS**

Attachment A – Special-Status Species Searches (9-Quad CNPS Search, CNNDDB Search, and Study Area IPaC Search)

Attachment B – Representative Site Photographs

Attachment C – Aquatic Resources Delineation Data Sheets

## **LIST OF ACRONYMS AND ABBREVIATIONS**

BA	Biological assessment
BCC	Birds of conservation concern
BIOS	Biogeographic Information and Observation System
BO	Biological opinion
BRA	Biological resources assessment
CARI	California Aquatic Resources Inventory
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
Community Plan	Three Rivers Community Plan
CRPR	California Rare Plant Rank
CWA	Clean Water Act
ESA	Endangered Species Act
MBTA	Migratory Bird Treaty Act
MSL	Mean sea level
NAD	North American Datum
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
Project	Hampton Inn and Suites Three Rivers Project
RMA	Resource Management Agency
RWQCB	Regional Water Quality Control Board
SFEI	San Francisco Estuary Institute
SSC	CDFW Species of Special Concern
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WBWG	Western Bat Working Group

## 1.0 INTRODUCTION

On behalf of Ineffable Hospitality, Inc., ECorp Consulting, Inc. conducted a biological resources assessment (BRA) for the approximately 4.57-acre Hampton Inn and Suites Three Rivers Project (Project) located in the community of Three Rivers in Tulare County, California. The purpose of the BRA was to collect information on the biological resources present or with the potential to occur in the Project Study Area, assess potential biological impacts related to Project activities, and identify potential mitigation measures to inform and support the Project's California Environmental Quality Act (CEQA) documentation for biological resources.

### 1.1 Project Location

The Project is located in the community of Three Rivers, California east of State Highway 198 (Sierra Drive), approximately 1,000 feet north of the Old Three Rivers Road intersection, and immediately south of the Comfort Inn and Suites (Figure 1. *Project Location and Vicinity*). The site corresponds to a portion of Section 26, Township 17 south, Range 28 (Mount Diablo Base and Meridian) east of the "Kaweah, California" 7.5-minute quadrangles (North American Datum [NAD]27) (U.S. Geological Survey [USGS] 1993). The approximate center of the site is located at latitude 36.424827° (NAD83) and longitude -118.914718° (NAD83) within the Upper Kaweah Watershed (Hydrologic Unit Code #180300007) Watershed (Natural Resources Conservation Service [NRCS] et al. 2019).

### 1.2 Project Description

The proposed Project entails the development of a 105-room hotel to be located off State Route 198 (Sierra Drive), approximately 1,100 feet north of Old Three Rivers Road.

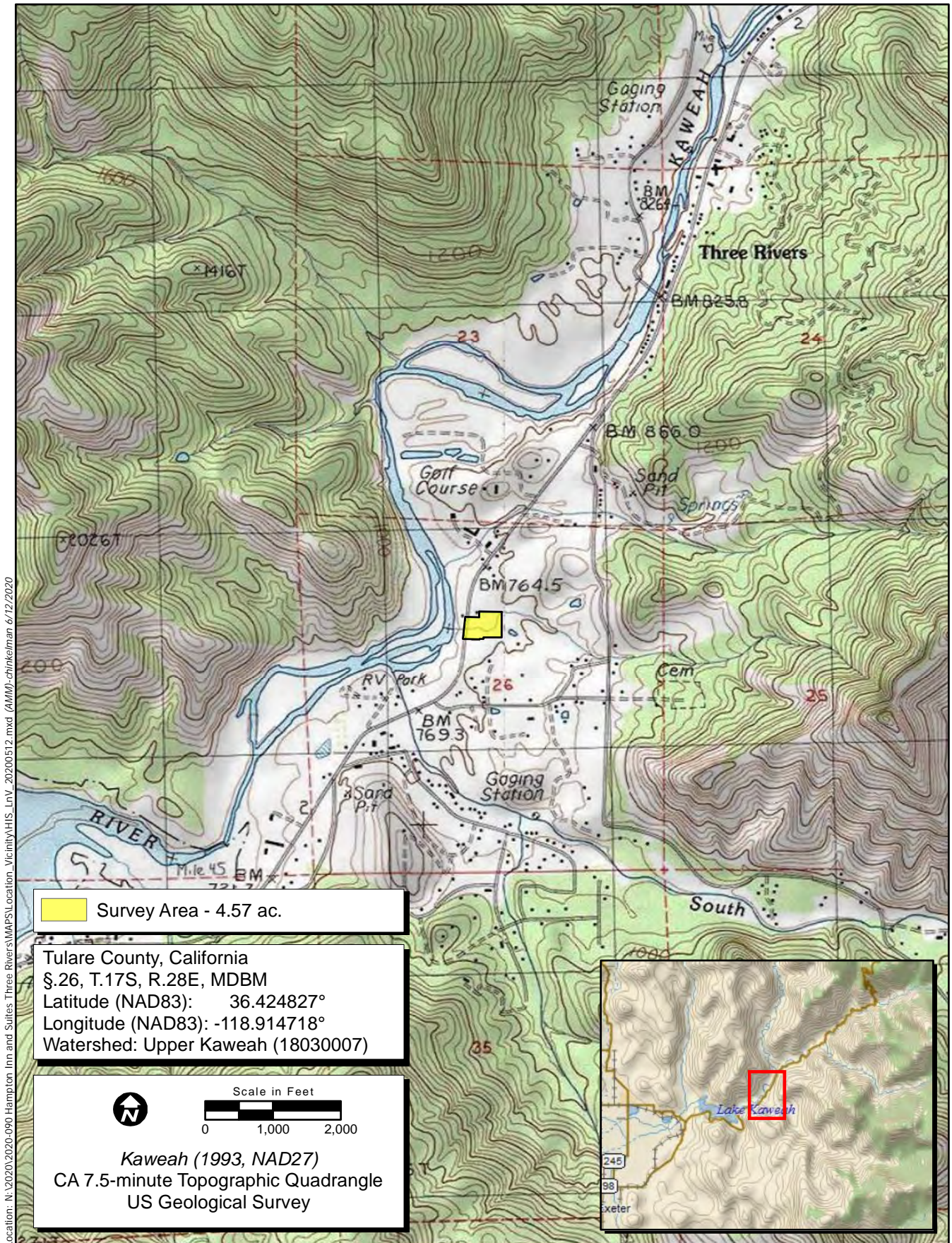
### 1.3 Purpose of this Biological Resources Assessment

The purpose of this BRA is to assess the potential for occurrence of special-status plant and animal species and their habitats, and sensitive habitats such as wetlands and riparian communities within the Project Study Area. This assessment includes information generated from the reconnaissance-level site assessment and does not include a wetland delineation performed according to U.S. Army Corps of Engineers' (USACE's) standards, nor does it include determinate field surveys for special-status plant and animal species.

This assessment includes a preliminary analysis of impacts on biological resources anticipated to result from the Project as presently defined. The mitigation recommendations presented in this assessment are based on a preliminary impact analysis, a review of existing literature, and the results of the site reconnaissance survey.

For the purposes of this assessment, special-status species are defined as plants or animals that:

- are listed, proposed for listing, or candidates for future listing as threatened or endangered under the federal Endangered Species Act (ESA);



Location: N:\2020\2020-090 Hampton Inn and Suites Three Rivers\MAPS\Location\_Vicinity\HIS\_LnV\_20200512.mxd (AMM)-chinkelman 6/12/2020

Map Date: 6/12/2020  
 iService Layer Credits: Copyright© 2013 National Geographic Society, i-cubed  
 Copyright:(c) 2018 Garmin



**Figure 1. Project Location and Vicinity**

*2020-090 Hampton Inn and Suites in Three Rivers*

- are listed or candidates for future listing as threatened or endangered under the California ESA;
- meet the definitions of endangered or rare under § 15380 of the CEQA Guidelines;
- are identified as a species of special concern (SSC) by the California Department of Fish and Wildlife (CDFW);
- are birds identified as birds of conservation concern (BCC) by the U.S. Fish and Wildlife Service (USFWS);
- are considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California," "plants about which more information is needed," or "plants of limited distribution – a watch list" (i.e., species with a California Rare Plant Rank [CRPR] of 1B, 2, 3, or 4);
- are plants listed as rare under the California Native Plant Protection Act (NPPA) (California Fish and Game Code, § 1900 et seq.); or
- are fully protected in California in accordance with the California Fish and Game Code, § 3511 (birds), § 4700 (mammals), § 5050 (amphibians and reptiles), and § 5515 (fishes).

## **2.0 REGULATORY SETTING**

### **2.1 Federal Regulations**

#### **2.1.1 Endangered Species Act**

The ESA protects plants and animals that are listed as endangered or threatened by USFWS and the National Marine Fisheries Service (NMFS). Section 9 of the ESA prohibits, without authorization, the taking of listed wildlife, where take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 Code of Federal Regulations [CFR] 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any listed plant under federal jurisdiction and removing, cutting, digging up, damaging, or destroying any listed plant in any other area in knowing violation of state law (16 U.S. Code [USC] 1538).

Under Section 7 of the ESA, federal agencies are required to consult with USFWS and/or NMFS if their actions, including permit approvals and funding, could adversely affect a listed (or proposed) species (including plants) or its critical habitat. Through consultation and the issuance of a biological opinion (BO), USFWS and NMFS may issue an incidental take statement allowing take of the species that is incidental to an otherwise authorized activity provided the activity will not jeopardize the continued existence of the species. Section 10 of the ESA provides for the issuance of incidental take permits where no other federal actions are necessary provided a habitat conservation plan is developed.

### **Section 7 Consultation**

Section 7 of the ESA mandates that all federal agencies consult with USFWS and/or NMFS to ensure that federal agencies' actions do not jeopardize the continued existence of a listed species or adversely modify

critical habitat for listed species. If direct and/or indirect effects will occur to critical habitat that appreciably diminish the value of critical habitat for both the survival and recovery of a species, the adverse modifications will require formal consultation with USFWS or NMFS. If adverse effects are likely, the federal lead agency must prepare a biological assessment (BA) for the purpose of analyzing the potential effects of the proposed Project on listed species and critical habitat to establish and justify an "effect determination." Often a third-party, non-federal applicant drafts the BA for the lead federal agencies. The USFWS/NMFS reviews the BA; if it concludes that the Project may adversely affect a listed species or its habitat, it prepares a BO. The BO may recommend "reasonable and prudent alternatives" to the Project to avoid jeopardizing or adversely modifying habitat.

### **Critical Habitat**

Critical Habitat is defined in Section 3 of the ESA as:

1. the specific areas within the geographical area occupied by a species, at the time it is listed in accordance with the ESA, on which are found those physical or biological features essential to the conservation of the species and that may require special management considerations or protection; and
2. specific areas outside the geographical area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

For inclusion in a Critical Habitat designation, habitat within the geographical area occupied by the species at the time it was listed must first have features essential to the conservation of the species (16 USC 1533). Critical Habitat designations identify, to the extent known and using the best scientific data available, habitat areas that provide essential life cycle needs of the species (areas on which are found the primary constituent elements). Primary constituent elements are the physical and biological features that are essential to the conservation of the species and that may require special management considerations or protection. These include but are not limited to the following:

1. Space for individual and population growth and for normal behavior.
2. Food, water, air, light, minerals, or other nutritional or physiological requirements.
3. Cover or shelter.
4. Sites for breeding, reproduction, or rearing (or development) of offspring.
5. Habitats that are protected from disturbance or are representative of the historic, geographical, and ecological distributions of a species.

#### **2.1.2 Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds, any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations

or by permit. As authorized under the MBTA, USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits can be found in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits. The State of California has incorporated the protection of nongame birds in § 3800, migratory birds in § 3513, and birds of prey in § 3503.5 of the California Fish and Game Code.

### **2.1.3 Clean Water Act**

The purpose of the federal Clean Water Act (CWA) is to “restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” Section 404 of the CWA prohibits the discharge of dredged or fill material into “Waters of the United States” without a permit from the USACE. The definition of Waters of the U.S. includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas “that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3 7b). The U.S. Environmental Protection Agency (USEPA) also has authority over wetlands, including the authority to veto permits issued by USACE under CWA Section 404(c).

Projects involving activities that have no more than minimal individual and cumulative adverse environmental effects may meet the conditions of one of the Nationwide Permits already issued by USACE (Federal Register 82:1860, January 6, 2017). If impacts on wetlands could be substantial, an individual permit is required. A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the Regional Water Quality Control Board (RWQCB).

## **2.2 State and Local Regulations**

### **2.2.1 California Endangered Species Act**

The California ESA (California Fish and Game Code §§ 2050-2116) protects species of fish, wildlife, and plants listed by the State as endangered or threatened. Species identified as candidates for listing may also receive protection. Section 2080 of the California ESA prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit. Take is defined in Section 86 of the California Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The California ESA allows for take incidental to otherwise lawful projects under permits issued by the CDFW.

### **2.2.2 Fully Protected Species**

The State of California first began to designate species as “fully protected” prior to the creation of the federal and the California ESAs. Lists of fully protected species were initially developed to provide

protection to those animals that were rare or faced possible extinction and included fish, amphibians and reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the federal and/or California ESAs. Fully protected species are identified in the California Fish and Game Code § 4700 for mammals, § 3511 for birds, § 5050 for reptiles and amphibians, and § 5515 for fish.

These sections of the California Fish and Game Code provide that fully protected species may not be taken or possessed at any time, including prohibition of the CDFW from issuing incidental take permits for fully protected species under the California ESA. The CDFW will issue licenses or permits for take of these species for necessary scientific research or live capture and relocation pursuant to the permit, and may allow incidental take for lawful activities carried out under an approved Natural Community Conservation Plan within which such species are covered.

### **2.2.3 Native Plant Protection Act**

The NPPA of 1977 (California Fish and Game Code §§ 1900-1913) was established with the intent to “preserve, protect and enhance rare and endangered plants in this state.” The NPPA is administered by CDFW. The Fish and Game Commission has the authority to designate native plants as “endangered” or “rare.” The NPPA prohibits the take of plants listed under the NPPA, but the NPPA contains a number of exemptions to this prohibition that have not been clarified by regulation or judicial rule. In 1984, the California ESA brought under its protection all plants previously listed as endangered under the NPPA. Plants listed as rare under the NPPA are not protected under the California ESA, but are still protected under the provisions of NPPA. The Fish and Game Commission no longer lists plants under the NPPA, referring all listings to the California ESA.

### **2.2.4 California Fish and Game Code Special Protections for Birds**

In addition to protections contained within the California ESA and California Fish and Game Code § 3511 described above, the California Fish and Game Code includes a number of sections that specifically protect certain birds.

Section 3800 states that it is unlawful to take nongame birds, such as those occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds, except when in accordance with regulations of the California Fish and Game Commission or a mitigation plan approved by CDFW for mining operations.

Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird.

Section 3503.5 protects birds of prey (which includes eagles, hawks, falcons, kites, ospreys, and owls) and prohibits the take, possession, or destruction of any birds and their nests

Section 3505 makes it unlawful to take, sell, or purchase egrets, ospreys, and several exotic non-native species, or any part of these birds.

Section 3513 specifically prohibits the take or possession of any migratory nongame bird as designated in the MBTA.

### **2.2.5 Lake or Streambed Alteration Agreements**

Section 1602 of the California Fish and Game Code requires individuals or agencies to provide a Notification of Lake or Streambed Alteration to the CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” The CDFW reviews the proposed actions and, if necessary, proposed measures to protect affected fish and wildlife resources. The final proposal mutually agreed upon by the CDFW and the applicant is the Lake or Streambed Alteration Agreement.

### **2.2.6 Porter-Cologne Water Quality Act**

The RWQCB implements water quality regulations under the federal CWA and the Porter-Cologne Water Quality Act. These regulations require compliance with the National Pollutant Discharge Elimination System (NPDES), including compliance with the California Storm Water NPDES General Construction Permit for discharges of stormwater runoff associated with construction activities. General Construction Permits for projects that disturb one or more acres of land require development and implementation of a Storm Water Pollution Prevention Plan. Under the Porter-Cologne Water Quality Act, the RWQCB regulates actions that would involve “discharging waste, or proposing to discharge waste, with any region that could affect the water of the state” [Water Code 13260(a)]. Waters of the State are defined as “any surface water or groundwater, including saline waters, within the boundaries of the state” [Water Code 13050 (e)]. The RWQCB regulates all such activities, as well as dredging, filling, or discharging materials into Waters of the State, that are not regulated by USACE due to a lack of connectivity with a navigable water body. The RWQCB may require issuance of a Waste Discharge Requirements for these activities.

### **2.2.7 California Environmental Quality Act**

In accordance with CEQA Guidelines § 15380, a species or subspecies not specifically protected under the federal or California ESAs or NPPA may be considered endangered, rare, or threatened for CEQA review purposes if the species meets certain criteria specified in the Guidelines. These criteria include definitions similar to definitions used in the ESA, the California ESA, and the NPPA. Section 15380 was included in the CEQA Guidelines primarily to address situations in which a project under review may have a significant effect on a species that has not been listed under the ESA, the California ESA, or the NPPA, but that may meet the definition of endangered, rare, or threatened. Animal species identified as SSC by CDFW and plants identified by the CNPS as rare, threatened, or endangered may meet the CEQA definition of rare or endangered.

## Species of Special Concern

SSC are defined by the CDFW as a species, subspecies, or distinct population of an animal native to California that are not legally protected under the federal ESA, California ESA, or California Fish and Game Code, but currently satisfies one or more of the following criteria:

- The species has been completely extirpated from the state or, as in the case of birds, it has been extirpated from its primary seasonal or breeding role.
- The species is listed as federally (but not State) threatened or endangered, or meets the State definition of threatened or endangered but has not formally been listed.
- The species has or is experiencing serious (nonscyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status.
- The species has naturally small populations that exhibit high susceptibility to risk from any factor that if realized, could lead to declines that would qualify it for State threatened or endangered status.
- SSC are typically associated with habitats that are threatened.

Depending on the policy of the lead agency, projects that result in substantial impacts to SSC may be considered significant under CEQA.

## U.S. Fish and Wildlife Service Birds of Conservation Concern

The 1988 amendment to the Fish and Wildlife Conservation Act mandates USFWS “identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under ESA.” To meet this requirement, USFWS published a list of BCC for the U.S. (USFWS 2008) The list identifies the migratory and nonmigratory bird species (beyond those already designated as federally threatened or endangered) that represent USFWS’ highest conservation priorities. Depending on the policy of the lead agency, projects that result in substantial impacts to BCC may be considered significant under CEQA.

## California Rare Plant Ranks

The CNPS maintains the Inventory of Rare and Endangered Plants of California (CNPS 2020), which provides a list of plant species native to California that are threatened with extinction, have limited distributions, and/or low populations. Plant species meeting one of these criteria are assigned to one of six CRPRs. The rank system was developed in collaboration with government, academia, non-governmental organizations, and private sector botanists, and is jointly managed by CDFW and the CNPS. The CRPRs are currently recognized in the California Natural Diversity Database (CNDDDB). The following are definitions of the CNPS CRPRs:

- Rare Plant Rank 1A – presumed extirpated in California and either rare or extinct elsewhere.

- Rare Plant Rank 1B – rare, threatened, or endangered in California and elsewhere.
- Rare Plant Rank 2A – presumed extirpated in California, but more common elsewhere.
- Rare Plant Rank 2B – rare, threatened, or endangered in California but more common elsewhere.
- Rare Plant Rank 3 – a review list of plants about which more information is needed.
- Rare Plant Rank 4 – a watch list of plants of limited distribution.

Additionally, CNPS has defined Threat Ranks that are added to the CRPR as an extension. Threat Ranks designate the level of threat on a scale of 1 through 3, with 1 being the most threatened and 3 being the least threatened. Threat Ranks are generally present for all plants ranked 1B, 2B, or 4, and for the majority of plants ranked 3. Plant species ranked 1A and 2A (presumed extirpated in California), and some species ranked 3, which lack threat information, do not typically have a Threat Rank extension. The following are definitions of the CNPS Threat Ranks:

- Threat Rank 0.1 – Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat).
- Threat Rank 0.2 – Moderately threatened in California (20-80 percent of occurrences threatened/moderate degree and immediacy of threat).
- Threat Rank 0.3 – Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known).

Factors such as habitat vulnerability and specificity, distribution, and condition of occurrences, are considered in setting the Threat Rank; and differences in Threat Ranks do not constitute additional or different protection (CNPS 2018).

Depending on the policy of the lead agency, substantial impacts to plants ranked 1A, 1B, or 2, and 3 are typically considered significant under CEQA Guidelines § 15380. Significance under CEQA is typically evaluated on a case-by-case basis for plants ranked 4 and at the discretion of the CEQA lead agency.

### **California Environmental Quality Act Significance Criteria**

Sections 15063-15065 of the CEQA Guidelines address how an impact is identified as significant. Generally, impacts to listed (rare, threatened, or endangered) species are considered significant. Assessment of "impact significance" to populations of non-listed species (e.g., SSC) usually considers the proportion of the species' range that will be affected by a project, impacts to habitat, and the regional and population level effects.

Specifically, § 15064.7 of the CEQA Guidelines encourages local agencies to develop and publish the thresholds that the agency uses in determining the significance of environmental effects caused by projects under its review. However, agencies may also rely upon the guidance provided by the expanded Initial Study checklist contained in Appendix G of the CEQA Guidelines. Appendix G provides examples of impacts that would normally be considered significant.

An evaluation of whether or not an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would diminish, or result in the loss of, an important biological resource, or those that would obviously conflict with local, State, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally important but not significant under CEQA. The reason for this is that although the impacts would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population-wide or region-wide basis.

### **2.2.8 Tulare County General Plan/Three Rivers Community Plan**

In 2012, the Tulare County General Plan 2030 Update (Tulare County 2012) was approved. The General Plan provides guidance for the protection of natural and cultural resources and the protection of the health and safety of county residents with an emphasis on enhancing scenic landscapes, reducing pollutants, minimizing the threat of manmade natural hazards, and maintaining adequate water supplies.

The Biological Resources section of the Environmental Resource Management Element of the Tulare County General Plan includes the following goals that are pertinent to development of the Survey Area:

- ERM-1.1            Protection of Rare and Endangered Species, and
- ERM- 1.12        Management of Oak Woodland Communities.

Since 2013, the Tulare County Resource Management Agency (RMA) has intensified outreach efforts and reached out to the Three Rivers community by holding public meetings. Through various meetings, RMA staff has discussed various County policies, programs, processes, and procedures with its residents to further define the Three Rivers Community Plan (Community Plan; Tulare County 2018a). The vision for the Community Plan comprises the multitude of viewpoints from and throughout the community. The vision includes 22 key statements, as included below, which will provide appropriate direction to help guide public and private decisions affecting the community, including provisions for the overall direction, density, type of growth and protection of the natural environment that are consistent with the needs and desires of the Three Rivers community to maintain its rural character. These vision statements intensify what is already recognized throughout the state, that Three Rivers is a unique destination among Tulare County's rural foothill communities.

The purpose of the Community Plan (Tulare County 2018a) is to preserve and protect the values, character and assets of the community, including preservation of its historical rural character and valuable natural resources, while ensuring that economic growth remains vibrant and sustainable, consistent with the desired character of the community. Vision Statement 7 effectuates the desire of the community to "protect and preserve oak, sycamore and cottonwood woodlands." Goal 4 (Protection and Conservation of the Environment) of the Community Plan includes objectives that are pertinent to biological resources, including:

- 4.1.1 Preserving the Natural Environment
- 4.1.2 CEQA Compliance

As part of the Community Plan, a Voluntary Oak Woodlands Management Plan (Tulare County 2018b) has been adopted. If the County determines that a project will result in a significant effect to oak woodlands, the County shall require one or more oak woodland mitigation alternatives to mitigate for the significant effect associated with the conservation of oak woodlands.

### 3.0 METHODS

For the purposes of this assessment, special-status species are defined as plants or animals that:

- are listed, proposed for listing, or candidates for future listing as threatened or endangered under the ESA;
- are listed or candidates for future listing as threatened or endangered under the California ESA;
- meet the definitions of endangered or rare under Section 15380 of the CEQA Guidelines;
- are identified as an SSC by the CDFW;
- are plants considered by the California CNPS to be "rare, threatened, or endangered in California" (CRPR 1 and 2);
- are plants listed by CNPS as species about which more information is needed to determine their status (CRPR 3), and plants of limited distribution (CRPR 4);
- are plants listed as rare under the California NPPA, California Fish and Game Code, § 1900 et seq.; or
- are fully protected in California in accordance with the California Fish and Game Code, §§ 3511 (birds), 4700 (mammals), 5050 (amphibians and reptiles), and 5515 (fishes).

Only species that fall into one of the above-listed groups were considered for this assessment. Other species tracked by the CNDDDB but having no other special status were not considered to be special status and were not included within this analysis.

### 3.1 Literature Review

The following resources were reviewed to determine the special-status species that have been documented within or in the vicinity of the Study Area. Results of the species searches are included as Attachment A.

- CDFW CNDDDB data for the "Kaweah, California" 7.5-minute quadrangle as well as the eight surrounding USGS quadrangles (CDFW 2020a);
- USFWS Information, Planning, and Consultation System Resource Report List for the Project site (USFWS 2020a);

- CNPS' electronic Inventory of Rare and Endangered Plants of California was queried for the "Kaweah, California" 7.5-minute quadrangles and the eight surrounding quadrangles (CNPS 2020);
- CDFW Biogeographic Information and Observation System (BIOS) query of range maps for potentially occurring special-status species (CDFW 2020b); and
- USFWS Threatened & Endangered Species Active Critical Habitat Report (USFWS 2020b).

Additional background information was reviewed regarding the documented or potential occurrence of special-status species within or near the Project site from the following sources:

- The Status of Rare, Threatened, and Endangered Plants and Animals of California 2000-2004 (California Department of Fish and Game [CDFG] 2005);
- California Bird SSC (Shuford and Gardali 2008);
- Amphibian and Reptile SSC in California (Thompson et al. 2016);
- Mammalian SSC in California (Williams 1986);
- California's Wildlife, Volumes I-III (Zeiner, et al. 1988, 1990a, 1990b); and
- A Guide to Wildlife Habitats of California (Mayer and Laudenslayer Jr., eds. 1988).

### **3.2 Site Reconnaissance**

ECORP biologist Hannah Stone conducted a site assessment on May 15, 2020. During the field assessment, meandering transects were walked through the Study Area searching for aquatic resources, potential Waters of the U.S./State, and special-status species or their habitat. The findings of this site assessment have been incorporated into this BRA.

During the field survey, biological communities occurring onsite were characterized and the following biological resource information was collected:

- Vegetation communities within the Project site,
- Plant and animal species directly observed,
- Animal evidence (e.g., scat, tracks),
- Existing active raptor nest locations, and
- Burrows and any other special habitat features.

In addition, soil types were identified using the NRCS Web Soil Survey (NRCS 2020a).

An aquatic resources delineation was conducted within the Study Area on August 13, 2020 to identify any potential waters of the U.S./State. The field delineation was conducted by ECORP biologist Keith Kwan according to the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and

the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Arid West Manual) (USACE 2008).

### 3.3 Special-Status Species Considered for the Project

Special-status plant and animal species that resulted from database searches were evaluated for their potential to occur onsite. Species that are tracked in the CNDDDB but do not have any other special status, as defined above, were not included in this assessment. Species' potential to occur within the Project site was assessed based on the following criteria:

- **Present** - Species was observed during the site visit or is known to occur within the Project site based on documented occurrences within the CNDDDB or other literature.
- **Potential to Occur** - Habitat (including soils and elevation requirements) for the species occurs within the Project site.
- **Low Potential to Occur** - Marginal or limited amounts of habitat occur, and/or the species is not known to occur within the vicinity of the Project site based on CNDDDB records and other available documentation.
- **Absent** - No suitable habitat (including soils and elevation requirements) and/or the species is not known to occur within the vicinity of the Project site based on CNDDDB records and other documentation.

## 4.0 RESULTS

### 4.1 Site Characteristics and Land Use

The Study Area is currently undeveloped and is situated at an elevation range of approximately 750 to 775 feet above mean sea level (MSL) in the southern Sierra Nevada foothills subregion of the Sierra Nevada region of the California floristic province (Baldwin et. al. 2012). The Study Area appears to have been historically disturbed as remnant vehicles tracks are found throughout the site. According to Google Earth aerial photographs, an area of oak woodland was present in the eastern portion of the site through 2005 but had been cut down and removed by 2009. Remnants of the root balls can be found onsite in the form of shallow basins.

Representative photographs of the Study Area are provided in Attachment B.

The surrounding lands include undeveloped lands, the Comfort Inn and Suites, and rural residences.

### 4.2 Vegetation Communities and Land Cover Types

The Project is currently comprised primarily of annual grassland with remnant oak woodland and ruderal roadside areas along the boundaries (Figure 2. *Vegetation Communities and Land Cover Types/Aquatic Resources Delineation*).



### Map Features

- Survey Area - 4.57 ac.
- Reference Coordinates

### ARD Sample Points

- Upland Sample Point

### Vegetation Communities and Land Cover Types

- Annual Grassland
- Oak Woodland
- Ruderal/Developed

Photo Source: NAIP (2018)

Boundary Source: Cooper Aerial Surveys

Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet

<sup>1</sup> Subject to U.S. Army Corps of Engineers verification. This exhibit depicts information and data produced in accord with the wetland delineation methods described in the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0 as well as the Updated Map and Drawing Standards for the South Pacific Division Regulatory Program as amended on February 10, 2016, and conforms to Sacramento District specifications. However, feature boundaries have not been legally surveyed and may be subject to minor adjustments if more accurate locations are required.



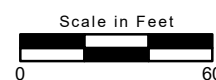
**Figure 2. Vegetation Communities and Land Cover Types / Aquatic Resources Delineation**  
2020-090 Hampton Inn and Suites in Three Rivers

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Map Date: 8/17/2020

**ECORP Consulting, Inc.**  
ENVIRONMENTAL CONSULTANTS



#### **4.2.1 Annual Grassland**

The annual grassland is dominated by ripgut brome (non-native, *Bromus diandrus*), rancher's fireweed (native, *Amsinckia menziesii*), white-stemmed filaree (non-native, *Erodium brachycarpum*), and yellow star-thistle (non-native, *Centaurea solstitialis*). Other plants found in the annual grassland include contorted primrose (native, *Camissonia strigulosa*), pink spineflower (native, *Chorizanthe membranacea*), cat's ear (non-native, *Hypochaeris* species), and ragweed (native, *Ambrosia* species). Scattered interior live oak (native, *Quercus wislizenii*) and elderberry (native, *Sambucus* sp.) are found within the annual grassland.

#### **Oak Woodland**

A small area of oak woodland is located in the southeastern corner of the Study Area. The oak woodland is largely situated on the adjacent property to the south but the dripline of the trees overlaps into the Study Area. The trees within the oak woodland include Valley oak (native, *Quercus lobata*) and interior live oak.

#### **Ruderal/Roadside**

The ruderal areas found at the property boundaries include weedy annual grassland species. The roadside along Sierra Drive includes a number of planted cottonwoods (non-native, *Populus* sp. cultivar) trees that have been topped.

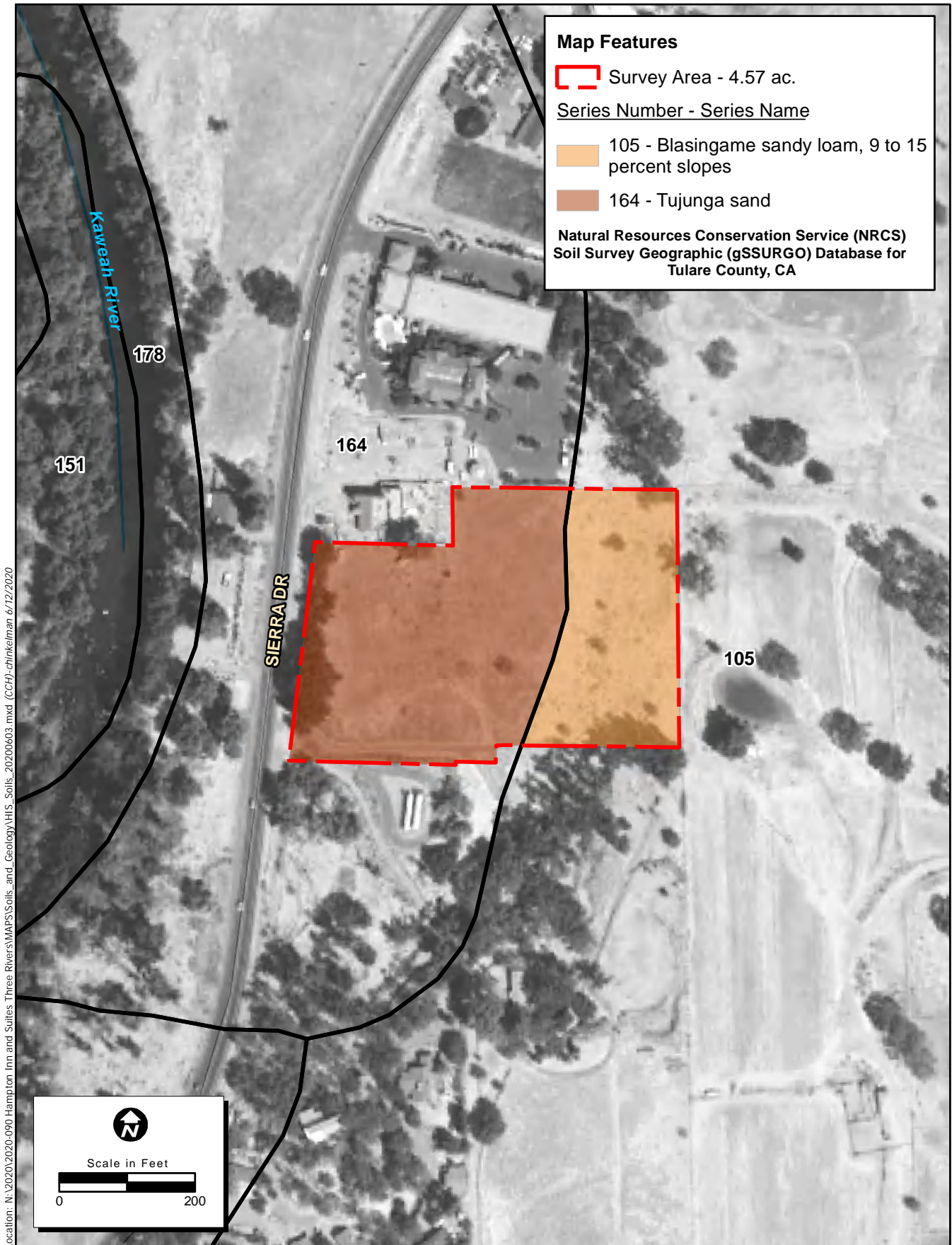
### **4.3 Soils**

According to the *Web Soil Survey* (NRCS 2020a), there are two soil units mapped within the Study Area: (105) Blasingame sandy loam, 9 to 15 percent slopes and (164) Tujunga sand (Figure 3. *Natural Resources Conservation Service Soil Types*). Neither of these soil units are considered hydric (NRCS 2020b).

#### **4.3.1 Potential Aquatic Resources**

There are no aquatic features present onsite. An aquatic resources delineation was conducted on August 13, 2020. Three-parameter sample points were collected in the field according to USACE protocol, which confirmed the absence of hydrophytic vegetation, hydric soils, and wetland hydrology (Figure 2) (Attachment C). The sample points documented conditions in low-lying or suspect areas based on aerial photographs.

According to the California Aquatic Resources Inventory (CARI), there is one previously mapped aquatic resource for the Study Area (Figure 4. *California Aquatic Resources Inventory*). A "fluvial natural" linear feature was mapped from the northeastern corner to the southern central portion of the Study Area (San Francisco Estuary Institute [SFEI] 2017). It is worth noting that some CARI data contain "varying levels of detail, vintages, coverage, and classification" (SFEI 2020). Much of these data have not been ground-truthed. During the delineation, this area was dominated by weedy upland plants including ripgut brome and rancher's fireweed with no evidence of wetland soils or wetland hydrology, as documented by Sample Point 2 (Attachment C).



**Figure 3. Natural Resources Conservation Service Soil Types**



**Figure 4. California Aquatic Resources Inventory**

#### 4.4 Wildlife

Wildlife use onsite is expected to be minimal due to the close proximity of the Comfort Inn and Suites to the north, the highway to the west, surrounding rural residences and businesses, and the absence of significant onsite woodland or aquatic habitats. Several California ground squirrels (*Otospermophilus beecheyi*) and their burrows were found in scattered locations within the Study Area. Birds observed onsite during the May 2020 site visit included turkey vulture (*Cathartes aura*), acorn woodpecker (*Melanerpes formicivorus*), American crow (*Corvus brachyrhynchos*), tree swallow (*Tachycineta bicolor*), American robin (*Turdus migratorius*), and Brewer's blackbird (*Euphagus cyanocephalus*).

#### 4.5 Evaluation of Special-Status Species Identified in the Literature Search

A list of all special-status plant and wildlife species identified in the literature search as potentially occurring within the Project site is provided in Table 1. This table includes the listing status for each species, a brief habitat description, and a determination on the potential to occur in the Project site. The potential to occur is based upon species' known distribution, the vegetation communities and habitats present onsite, and the site elevation. Following the table is a brief description of each species with potential to occur. One special-status reptile, Blainville's horned lizard (*Phrynosoma blainvillii*), is included in this assessment even though it did not come up on the database searches because the Study Area is located within the known range of this species.

Species that were considered "Absent" included those not known to occur in the region and/or elevation of the Study Area or an absence of suitable habitat. These species are not discussed further in this assessment. The species identified through the database queries that are only tracked by the CNDDDB and possess no special status are not included in this assessment. Sensitive habitats that were identified through the database queries that are not located within the Study Area are not discussed in this assessment.

There are no special-status species previously documented within the Study Area, but several special-status species are known to occur within an approximate five-mile radius of the Project (see Attachment A).

Table 1. Potentially Occurring Special-Status Species						
Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Plants						
Abrams' onion <i>(Allium abramsii)</i>	–	–	1B.2	Lower montane coniferous forest, upper montane coniferous forest, on sandy soils derived from disintegrated granite (4,593'–6,562').	May–July	Absent-Suitable habitat is absent.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Call's angelica ( <i>Angelica callii</i> )	–	–	4.3	Mesic soils in cismontane woodland and lower montane coniferous forest (3,609'–6,562').	June–July	Absent-Suitable habitat is absent.
Kaweah brodiaea ( <i>Brodiaea insignis</i> )	–	CE	1B.2	Granitic or clay soils in cismontane woodland, meadows and seeps, and valley and foothill grassland (492'–4,594').	April–June	Potential-suitable habitat is present.
Shirley Meadows star-tulip ( <i>Calochortus westonii</i> )	–	–	1B.2	Granitic soils in broadleafed upland forest, lower montane coniferous forest, and meadows and seeps (4,921'–6,906').	May–June	Absent-Suitable habitat is absent.
Berry's morning-glory ( <i>Calystegia malacophylla</i> var. <i>berryi</i> )	–	–	3.3	Chaparral and lower montane coniferous forest (2,001'–8,005').	July–August	Absent-Suitable habitat is absent.
Bolander's woodreed ( <i>Cinna bolanderi</i> )	–	–	1B.2	Mesic soils and streamsides within meadows and seeps and upper montane coniferous forests (5,479'–8,005').	July–September	Absent-Suitable habitat is absent.
Springville clarkia ( <i>Clarkia springvillensis</i> )	FT	CE	1B.2	Granitic soils in chaparral, cismontane woodland, and valley and foothill grassland (803'–4003').	March–July	Potential-suitable habitat is present.
Marsh claytonia ( <i>Claytonia palustris</i> )	–	–	4.3	Meadows and seeps (mesic), marshes and swamps, and upper montane coniferous forest (3,280'–8,202').	May–October	Absent-Suitable habitat is absent.
Streambank spring beauty ( <i>Claytonia parviflora</i> ssp. <i>grandiflora</i> )	–	–	4.2	Occurs in rocky cismontane woodland (820'–3,937').	February–May	Low Potential-marginally suitable habitat is present.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Jepson's dodder ( <i>Cuscuta jepsonii</i> )	–	–	1B.2	Upper montane coniferous forest; lower montane coniferous forest; broadleaved upland forest; primary host species are <i>Ceanothus diversifolius</i> and <i>Ceanothus prostratus</i> (3,937'–7,546').	July–September	Absent-Suitable habitat is absent.
Rose-flowered larkspur ( <i>Delphinium purpusii</i> )	–	–	1B.3	Rocky, often carbonate soils in chaparral, cismontane woodland, pinyon and juniper woodland (984'–4,396').	April–May	Absent-Suitable habitat is absent.
Recurved larkspur ( <i>Delphinium recurvatum</i> )	–	–	1B.2	Chenopod scrub, cismontane woodland, and valley and foothill grasslands (10'–2,592').	March–June	Potential-suitable habitat is present.
Calico monkeyflower ( <i>Diplacus pictus</i> )	–	–	1B.2	Granitic, disturbed areas in broadleaf upland forest and cismontane woodland (328'–4,692').	March–May	Potential-suitable habitat is present.
Pierpoint Springs dudleya ( <i>Dudleya cymosa</i> ssp. <i>costatifolia</i> )	–	–	1B.2	Carbonate soils in chaparral and cismontane woodland (4,708'–5,249').	May–July	Absent-Suitable habitat is absent.
Mouse Buckwheat ( <i>Eriogonum nudum</i> var. <i>murinum</i> )	–	–	1B.2	Sandy soils in chaparral, cismontane woodland, and valley and foothill grassland (1,197'–3,707').	June–November	Potential-suitable habitat is present.
Spiny-sepaled button-celery ( <i>Eryngium spinosepalum</i> )	–	–	1B.2	Vernal pools and valley and foothill grassland (262'–3,199').	April–June	Absent-Suitable habitat is absent.
Kaweah monkeyflower ( <i>Erythranthe norrisii</i> )	–	–	1B.3	Carbonate, rocky soils in chaparral and cismontane woodland (1,197'–4,265').	March–May	Absent-Suitable habitat is absent.
Sierra Nevada monkeyflower ( <i>Erythranthe sierrae</i> )	–	–	4.2	Openings of cismontane woodland and lower montane coniferous forest or dry meadows and seeps (607'–7,497').	March–July	Low Potential-marginally suitable habitat is present.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Striped adobe-lily ( <i>Fritillaria striata</i> )	–	CT	1B.1	Cismontane woodland, valley and foothill grassland; heavy clay adobe soils in oak grassland (0'–3,281').	February–April	Absent-Suitable habitat is absent.
American manna grass ( <i>Glyceria grandis</i> )	–	–	2B.3	Bogs and fens, meadows and seeps, and streambanks and lake margins of marshes and swamps (49'–6,496').	June–August	Absent-Suitable habitat is absent. Absent-Suitable habitat is absent.
Winter's sunflower ( <i>Helianthus winteri</i> )	–	–	1B.2	Openings on relatively steep south-facing slopes, granitic, often rocky, often roadsides in cismontane woodland, and valley and foothill grassland (410'–8,415').	January–December	Absent-Suitable habitat is absent.
Munz's iris ( <i>Iris munzii</i> )	–	–	1B.3	Cismontane woodland (1,000'–2,625').	March–April	Potential-suitable habitat is present.
Madera leptosiphon ( <i>Leptosiphon serrulatus</i> )	–	–	1B.2	Cismontane woodland and lower montane coniferous forest (984'–4,265').	April–May	Potential-suitable habitat is present.
San Joaquin Valley Orcutt grass ( <i>Orcuttia inaequalis</i> )	FT	CE	1B.1	Vernal pools (33'–2,477').	April–September	Absent-Suitable habitat is absent.
San Joaquin adobe sunburst ( <i>Pseudobahia peirsonii</i> )	FT	CE	1B.1	Adobe clay soils in cismontane woodland and valley and foothill grassland (295'–2,625').	February–April	Low Potential-marginally suitable habitat is present.
Aromatic canyon gooseberry ( <i>Ribes menziesii</i> var. <i>nixoderm</i> )	–	–	1B.2	Chaparral and cismontane woodland (2,001'–3,806').	April	Absent-Suitable habitat is absent.
Sequoia gooseberry ( <i>Ribes tulareense</i> )	–	–	1B.3	Lower montane coniferous forest and upper montane coniferous forest (4,921'–6,808').	May	Absent-Suitable habitat is absent.
Greene's tuctoria ( <i>Tuctoria greenei</i> )	FE	CR	1B.1	Vernal pools (98'–3,510').	May–July	Absent-Suitable habitat is absent.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Invertebrates						
Vernal pool fairy shrimp <i>(Branchinecta lynchi)</i>	FT	-	-	Vernal pools/wetlands.	November-April	Absent-there is no suitable habitat onsite.
Crotch bumble bee <i>(Bombus crotchii)</i>	-	CC	-	Primarily nests underground in open grassland and scrub habitats from the California coast east to the Sierra Cascade and south to Mexico.	March– September	Potential
Western bumble bee <i>(Bombus occidentalis)</i>	-	CC	-	Meadows and grasslands with abundant floral resources. Primarily nests underground. Largely restricted to high elevation sites in the Sierra Nevada, although rarely detected on the California coast.	April– November	Potential
Valley elderberry longhorn beetle <i>(Desmocerus californicus dimorphus)</i>	FT	-	-	Elderberry shrubs.	Any season	Absent-Tulare County is south of the current range of this species.
Fish						
Delta smelt <i>(Hypomesus transpacificus)</i>	FT	CE	-	Sacramento-San Joaquin Delta.	N/A	Absent-there is no suitable habitat onsite.
Amphibians						
California red-legged frog <i>(Rana draytonii)</i>	FT	-	SSC	Lowlands or foothills at waters with dense shrubby or emergent riparian vegetation. Adults must have aestivation habitat to endure summer dry down.	May 1– November 1	Absent-there is no suitable habitat onsite.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
California tiger salamander (Central California DPS) <i>(Ambystoma californiense)</i>	FT	CT	SSC	Vernal pools, wetlands (breeding) and adjacent grassland or oak woodland; needs underground refuge (e.g., ground squirrel and/or gopher burrows). Largely terrestrial as adults.	March–May	Absent-there is no suitable habitat onsite.
Foothill yellow-legged frog <i>(Rana boylei)</i>	-	CT	SSC	Foothill yellow-legged frogs can be active all year in warmer locations but may become inactive or hibernate in colder climates. At lower elevations, foothill yellow-legged frogs likely spend most of the year in or near streams. Adult frogs, primarily males, will gather along main-stem rivers during spring to breed.	May–October	Absent-there is no suitable habitat onsite.
Mountain yellow-legged frog <i>(Rana muscosa)</i>	FE	CE	-	Lakes, ponds, marshes, meadows, and streams at elevations ranging from 4,500 to 12,000 feet, but can occur as low as 3,500 feet.	May 1– November 1	Absent-there is no suitable habitat onsite.
Western spadefoot <i>(Spea hammondi)</i>	-	-	SSC	California endemic species of vernal pools, swales, wetlands and adjacent grasslands throughout the Central Valley.	March–May	Absent-there is no suitable habitat onsite.
<b>Reptiles</b>						
Northern legless lizard <i>(Anniella pulchra)</i>	-	-	SSC	The most widespread of California's <i>Anniella</i> species. Occurs in sandy or loose soils under sparse vegetation from Antioch south coastally to Ventura. Bush lupine is often an indicator plant.	Generally spring, but depends on location and conditions	Low Potential-there is marginally suitable habitat onsite.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Blainville's ("Coast") horned lizard <i>(Phrynosoma blainvillii)</i>	-	-	SSC	Formerly a wide-spread horned lizard found in a wide variety of habitats, often in lower elevation areas with sandy washes and scattered low bushes. Also occurs in Sierra Nevada foothills. Requires open areas for basking, but with bushes or grass clumps for cover, patches of loamy soil or sand for burrowing and an abundance of ants (Stebbins and McGinnis 2012). In the northern Sacramento area, this species appears restricted to the foothills between 1,000 to 3,000 feet from Cameron Park (El Dorado County) north and west to Grass Valley and Nevada City.	April-October	Potential-suitable habitat is present onsite.
Western pond turtle <i>(Actinemys marmorata)</i>	-	-	SSC	Requires basking sites and upland habitats up to 0.5 km from water for egg laying. Uses ponds, streams, detention basins, and irrigation ditches.	April–September	Absent-there is no suitable habitat onsite.
<b>Birds</b>						
Clark's grebe <i>(Aechmophorus clarkii)</i>	-	-	BCC	Winters on salt or brackish bays, estuaries, sheltered seacoasts, freshwater lakes, and rivers. Breeds on freshwater to brackish marshes, lakes, reservoirs and ponds, with a preference for large stretches of open water fringed with emergent vegetation.	June–August (breeding)	Absent-there is no suitable nesting or foraging habitat onsite.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Black swift ( <i>Cypseloides niger</i> )	-	-	BCC, SSC	In California, nests from Cascade-Sierra Nevada region south to Tulare and Mono counties; coastal ranges (Santa Cruz south to San Luis Obispo counties), San Gabriel, San Bernardino, and San Jacinto mountains. Nests on ledges or shallow caves on steep rock faces, usually behind waterfalls. Winter range, unknown, but thought to be northern and western South America, and West Indies.	May– September	Absent-there is no suitable nesting habitat onsite.
Costa's hummingbird ( <i>Calypte costae</i> )	-	-	BCC	In California, breeds in coastal scrub and chaparral communities from Santa Barbara County south into Baja California; from Mexico north into Mojave Desert scrub of Eastern Sierra Nevada;	February–June	Absent-there is no suitable nesting habitat onsite.
Rufous hummingbird ( <i>Selasphorus rufus</i> )	-	-	BCC	Breeds in British Columbia and Alaska (does not breed in California). Winters in coastal Southern California south into Mexico. Common migrant during March-April in Sierra Nevada foothills and June-August in Lower Conifer to Alpine zone of Sierra Nevada. Nesting habitat includes secondary succession communities and openings, mature forests, parks and residential area.	April–July	Absent-this species does not nest in this region.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
California condor ( <i>Gymnogyps californianus</i> )	FE	CE	CFP	Nests on cliff ledges and rarely in large tree cavities; foraging occurs over vast expanses of coastline, grassland, meadows, savannahs	Non-migratory; can be observed during any season; nesting: eggs (late January-May), nestlings to fledge (March-December)	Absent-there is no suitable nesting or foraging habitat onsite.
Golden eagle ( <i>Aquila chrysaetos</i> )	-	-	BCC, CFP	Nesting habitat includes mountainous canyon land, rimrock terrain of open desert and grasslands, riparian, oak woodland/ savannah, and chaparral. Nesting occurs on cliff ledges, riverbanks, trees, and human-made structures (e.g., windmills, platforms, and transmission towers). Breeding occurs throughout California, except the immediate coast, Central Valley floor, Salton Sea region, and the Colorado River region, where they can be found during Winter.	Nest (February-August); winter CV (October-February)	Absent-there is no suitable nesting or foraging habitat onsite.
Northern goshawk ( <i>Accipiter gentilis</i> )	-	-	SSC	Nesting occurs in mature to old-growth forests composed primarily of large trees with high canopy closure. In California, nests are built primarily in conifer trees in the Sierra Nevada, Cascade and northwestern coastal Ranges.	March–August	Absent-there is no suitable nesting or foraging habitat onsite.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Bald eagle ( <i>Haliaeetus leucocephalus</i> )	Delisted	CE	CFP, BCC	Typically nests in forested areas near large bodies of water in the northern half of California; nest in trees and rarely on cliffs; wintering habitat includes forest and woodland communities near water bodies (e.g., rivers, lakes), wetlands, flooded agricultural fields, open grasslands	February–September (nesting); October–March (wintering)	Absent-there is no suitable nesting or foraging habitat onsite.
Lewis' woodpecker ( <i>Melanerpes lewis</i> )	-	-	BCC	In California, breeds in Siskiyou and Modoc counties, warmer mountains, inner coast ranges from Tehama to San Luis Obispo counties, San Bernardino Mountains, and Big Pine Mountain (Inyo County); nesting habitat includes open ponderosa pine forest, open riparian woodland, logged/burned forest, and oak woodlands. Does not breed on the west side of Sierran crest (Beedy and Pandalfino 2013).	April–September (breeding); September–March (winter in Central Valley).	Absent-this species does not nest in this region.
Nuttall's woodpecker ( <i>Dryobates nuttallii</i> )	-	-	BCC	Resident from northern California south to Baja California. Nests in tree cavities in oak woodlands and riparian woodlands.	April–July	Potential-suitable nesting habitat is present onsite.
Oak titmouse ( <i>Baeolophus inornatus</i> )			BCC	Nests in tree cavities within dry oak or oak-pine woodland and riparian; where oaks are absent, they nest in juniper woodland, open forests (gray, Jeffrey, Coulter, pinyon pines and Joshua tree)	March–July	Potential-suitable nesting habitat is present onsite.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Wrentit ( <i>Chamaea fasciata</i> )	-	-	BCC	Coastal sage scrub, northern coastal scrub, chaparral, dense understory of riparian woodlands, riparian scrub, coyote brush and blackberry thickets, and dense thickets in suburban parks and gardens.	March–August	Absent-there is no suitable nesting or foraging habitat onsite.
California thrasher ( <i>Toxostoma redivivum</i> )	-	-	BCC	Resident and endemic to coastal and Sierra Nevada-Cascade foothill areas of California. Nests are usually well hidden in dense shrubs, including scrub oak, California lilac, and chamise.	February–July	Absent-there is no suitable nesting or foraging habitat onsite.
Lawrence's goldfinch ( <i>Spinus lawrencei</i> )	-	-	BCC	Breeds in Sierra Nevada and inner Coast Range foothills surrounding the Central Valley and the southern Coast Range to Santa Barbara County east through southern California to the Mojave Desert and Colorado Desert into the Peninsular Range. Nests in arid and open woodlands with chaparral or other brushy areas, tall annual weed fields, and a water source (e.g., small stream, pond, lake), and to a lesser extent riparian woodland, coastal scrub, evergreen forests, pinyon-juniper woodland, planted conifers, and ranches or rural residences near weedy fields and water.	March–September	Potential-suitable nesting habitat is present onsite.
Song sparrow "Modesto" ( <i>Melospiza melodia heermanni</i> )	-	-	BCC, SSC	Resident in central and southwest California, including Central Valley; nests in marsh, scrub habitat	April–June	Absent-there is no suitable nesting or foraging habitat onsite.

**Table 1. Potentially Occurring Special-Status Species**

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
San Clemente spotted towhee ( <i>Pipilo maculatus clementae</i> )	-	-	BCC, SSC	Resident on Santa Catalina and Santa Rosa islands; extirpated on San Clemente Island, California. Breeds in dense, broadleaf shrubby brush, thickets, and tangles in chaparral, oak woodland, island woodland, and Bishop pine forest.	Year-round resident; breeding season is April–July	Absent-this subspecies is only found on the Channel Islands. It does not occur in the Project vicinity.
Tricolored blackbird ( <i>Agelaius tricolor</i> )	-	CT	BCC, SSC	Breeds locally west of Cascade-Sierra Nevada and southeastern deserts from Humboldt and Shasta counties south to San Bernardino, Riverside and San Diego counties. Central California, Sierra Nevada foothills and Central Valley, Siskiyou, Modoc and Lassen counties. Nests colonially in freshwater marsh, blackberry bramble, milk thistle, triticale fields, weedy (mustard, mallow) fields, giant cane, safflower, stinging nettles, tamarisk, riparian scrublands and forests, fiddleneck and fava bean fields.	March–August	Absent-there is no suitable nesting habitat onsite.
Saltmarsh common yellowthroat ( <i>Geothlypis trichas sinuosa</i> )	-	-	BCC, SSC	Breeds in salt marshes of San Francisco Bay; winters in San Francisco south along coast to San Diego County	March–July	Absent-this subspecies is only found nesting in the San Francisco Bay area. It does not occur in the Project vicinity.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Mammals						
Spotted bat  ( <i>Euderma maculatum</i> )	-	-	SSC	Roost in cracks, crevices, and caves, usually high in fractured rock cliffs. Found in desert, sub-alpine meadows, desert-scrub, pinyon-juniper woodland, ponderosa pine, mixed conifer forest, canyon bottoms, rims of cliffs, riparian areas, fields, and open pastures.	April–September	Absent-there is no suitable habitat onsite
Townsend's big-eared bat  ( <i>Corynorhinus townsendii</i> )	-	-	SSC	Caves, mines, buildings, rock crevices, trees.	April–September	Potential-Trees onsite represent potential roosting habitat.
Pallid bat  ( <i>Antrozous pallidus</i> )	-	-	SSC	Crevices in rocky outcrops and cliffs, caves, mines, trees (e.g., basal hollows of redwoods, cavities of oaks, exfoliating pine and oak bark, deciduous trees in riparian areas, and fruit trees in orchards). Also roosts in various human structures such as bridges, barns, porches, bat boxes, and human-occupied as well as vacant buildings.	April–September	Potential-Trees onsite represent potential roosting habitat.
Greater mastiff bat  ( <i>Eumops perotis californicus</i> )	-	-	SSC	Primarily a cliff-dwelling species, found in similar crevices in large boulders and buildings.	April–September	Absent-no suitable habitat is present onsite.
San Joaquin kit fox  ( <i>Vulpes macrotis mutica</i> )	FE	CT	-	Grasslands, sagebrush scrub.	April 15–July 15, September 1–December 1	Absent-the Project is east of the known range of San Joaquin Kit Fox. Nearest CNDDB occurrence is 9 miles west of the Project.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential to Occur Onsite
	FESA	CESA/ NPPA	Other			
Sierra Nevada red fox ( <i>Vulpes vulpes necator</i> )	FC	CT	-	Found in the Cascades in Siskiyou County, and from Lassen County south to Tulare County, rare in the Sierra Nevada. Sierra Nevada populations may be found in a variety of habitats, including alpine dwarf-shrub, wet meadow subalpine conifer, lodgepole pine, red fir, aspen, montane chaparral, montane riparian, mixed conifer, and ponderosa pine. Most sightings in Sierra Nevada area above 7,000' but range from 3,900' to 11,900'.	Any season	Absent-no suitable habitat is present onsite.
Fisher- West Coast DPS ( <i>Pekania pennanti</i> )	FPT	CT	SSC	Northern coniferous and mixed forests of Canada and northern United States.	Any season	Absent-no suitable habitat is present onsite.
California wolverine ( <i>Gulo gulo</i> )	FPT	CT	-	Scarce resident of North Coast mountains and Sierra Nevada. Wide variety of high elevation habitats.	Any season	Absent-no suitable habitat is present onsite.

## Status Codes:

FESA	Federal Endangered Species Act
CESA	California Endangered Species Act
FE	FESA listed, Endangered.
FPT	Formally Proposed for FESA listing as Threatened.
FT	FESA listed, Threatened.
Delisted	Formally Delisted (delisted species are monitored for five years).
BCC	USFWS Bird of Conservation Concern (USFWS 2002).
CR	CESA- or NPPA-listed, Rare.
CT	CESA- or NPPA-listed, Threatened.
CC	Candidate for CESA listing as Endangered or Threatened.
CE	CESA or NPPA listed, Endangered.
CFP	California Fish and Game Code Fully Protected Species (§ 3511-birds, § 4700-mammals, § 5 050-reptiles/amphibians).
SSC	CDFW Species of Special Concern (CDFW, updated July 2017).
1B	CRPR/Rare or Endangered in California and elsewhere.
3	CRPR/Plants About Which More Information is Needed – A Review List.
4	CRPR/Plants of Limited Distribution – A Watch List.
0.1	Threat Rank/Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
0.2	Threat Rank/Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
0.3	Threat Rank/Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

#### **4.5.1 Plants**

The following is a brief discussion of special-status plants with the potential to occur within the Study Area.

##### **Kaweah Brodiaea**

Kaweah brodiaea (*Brodiaea insignis*) is not listed pursuant to the federal ESA but is listed as endangered pursuant to the California ESA and is designated as a CRPR 1B.2 species. This species is a bulbiferous perennial herb that occurs in granitic or clay soils in cismontane woodland, meadows and seeps, and valley and foothill grassland (CNPS 2020). Kaweah brodiaea blooms from April through June and is known to occur at elevations ranging from 492 to 4,594 feet above MSL (CNPS 2020). Kaweah brodiaea is endemic to California; the current range of this species includes Tulare County (CNPS 2020). The nearest CNDDDB occurrence is located approximately 0.1 mile north of the Study Area (CNDDDB Occurrence #21) (CDFW 2020).

##### **Springville Clarkia**

Springville clarkia (*Clarkia springvillensis*) is listed as threatened pursuant to the federal ESA and endangered pursuant to the California ESA and is designated as a CRPR 1B.2 species. This species is an annual herb that occurs in granitic soils within chaparral, cismontane woodland, and valley and foothill grassland (CNPS 2020). Springville clarkia blooms from March through July and is known to occur at elevations ranging from 803 to 4,003 feet above MSL (CNPS 2020). Springville clarkia is endemic to California; the current range of this species includes Tulare county (CNPS 2020). The nearest CNDDDB occurrence is located approximately three miles at Case Mountain (CNDDDB Occurrence #2) (CDFW 2020).

##### **Streambank Spring Beauty**

Streambank spring beauty (*Claytonia parviflora* ssp. *grandiflora*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 4.2 species. This species is an herbaceous annual that occurs in rocky soils within cismontane woodland (CNPS 2020). Streambank spring beauty blooms from February through May and is known to occur at elevations ranging from 820 to 3,937 feet above MSL (CNPS 2020). Streambank spring beauty is endemic to California; the current range of this species includes Amador, Butte, Calaveras, El Dorado, Fresno, Kern, Placer, Tulare, and Tuolumne counties (CNPS 2020). There are no CNDDDB occurrences of this species within the five miles of the Study Area (CDFW 2020).

##### **Recurved Larkspur**

Recurved larkspur (*Delphinium recurvatum*) is not listed pursuant to either the federal or California ESAs but is designated a CRPR 1B.2 species. This species is an herbaceous perennial that occurs in alkaline substrates in chenopod scrub, cismontane woodland, and valley and foothill grasslands (CNPS 2020). Recurved larkspur blooms from March through June and is known to occur at elevations ranging from 9 to 2,592 feet above MSL (CNPS 2020). Recurved larkspur is endemic to California; the current range of this species includes Alameda, Butte, Contra Costa, Colusa, Fresno, Glenn, Kings, Kern, Madera, Merced,

Monterey, San Joaquin, San Luis Obispo, Solano, Sutter, and Tulare counties (CNPS 2020). The species is presumed extirpated from Butte and Colusa counties (CNPS 2020).

### **Calico Monkeyflower**

Calico monkeyflower (*Diplacus pictus*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.2 species. This species is an herbaceous annual that occurs in granitic, disturbed areas in broadleaf upland forest and cismontane woodland (CNPS 2020). Calico monkeyflower blooms from March through May and is known to occur at elevations ranging from 328 to 4,692 feet above MSL (CNPS 2020). Calico monkeyflower is endemic to California; its current range includes Kern and Tulare counties (CNPS 2020). There are no CNDDDB occurrences of this species within the five miles of the Study Area (CDFW 2020).

### **Mouse Buckwheat**

Mouse buckwheat (*Eriogonum nudum* var. *murinum*) is not listed pursuant to either the federal or California ESAs but is designated as a CRPR 1B.2 species. This species is an herbaceous perennial that occurs in sandy soils in chaparral, cismontane woodland, and valley and foothill grassland. Mouse buckwheat blooms from June through November and is known to occur at elevations ranging from 1,197 to 3,707 feet above MSL (CNPS 2020). Mouse buckwheat is endemic to California; its current range includes Tulare County (CNPS 2020). The nearest CNDDDB occurrence is located approximately 0.7 mile east of the Study Area at Blossom Peak (CNDDDB Occurrence #3) (CDFW 2020).

### **Sierra Nevada Monkeyflower**

Sierra Nevada monkeyflower (*Erythranthe sierrae*) is not listed pursuant to either the federal or California ESAs but is designated as a CRPR 4.2 species. This species is an herbaceous annual that occurs in openings of cismontane woodland and lower montane coniferous forest or dry meadows and seeps, usually granitic, usually sandy, sometimes gravelly, vernal wet depressions, swales, and streambanks (CNPS 2020). Sierra Nevada monkeyflower blooms from March through July and is known to occur at elevations ranging from 607 to 7,497 feet above MSL (CNPS 2020). Sierra Nevada monkeyflower is endemic to California; the current range of this species is only in the southern portion of the Sierra Nevada mountain range in Fresno, Kern, and Tulare counties.

### **Munz's Iris**

Munz's iris (*Iris munzii*) is not listed pursuant to either the federal or California ESAs but is designated as a CRPR 1B.3 species. This species is a perennial rhizomatous herb that occurs in cismontane woodland (CNPS 2020). Munz's iris blooms from March through April and is known to occur at elevations ranging from 1,000 to 2,625 feet above MSL (CNPS 2020). Munz's iris is endemic to California; the current range of this species includes Tulare county (CNPS 2020). The nearest CNDDDB occurrence is located approximately three miles northeast of the Study Area near Hammond (CNDDDB Occurrence #13) (CDFW 2020).

### **Madera Leptosiphon**

Madera leptosiphon (*Leptosiphon serrulatus*) is not listed pursuant to either the federal or California ESAs but is designated as a CRPR 1B.2 species. This species is an herbaceous annual that occurs in cismontane woodland and lower montane coniferous forest (CNPS 2020). Madera leptosiphon blooms between April and May and is known to occur at elevations ranging from 984 to 4,265 feet above MSL (CNPS 2020). Madera leptosiphon is endemic to California; its current range includes Fresno, Kern, Madera, Mariposa, and Tulare counties (CNPS 2020). There is one CNDDDB record (Occurrence #16) of this species within five miles of the Study Area and is described as an unknown location near the community of Three Rivers from 1928 (CDFW 2020).

### **San Joaquin Adobe Sunburst**

San Joaquin adobe sunburst (*Pseudobahia peirsonii*) is listed as threatened pursuant to the federal ESA, endangered pursuant to the California ESA, and is designated as a CRPR 1B.1 species. This species is an herbaceous annual that occurs on adobe clay in cismontane woodlands and valley and foothill grasslands (CNPS 2020). San Joaquin adobe sunburst blooms from February through April and is known to occur at elevations ranging from 295 to 2,625 feet above MSL (CNPS 2020). San Joaquin adobe sunburst is endemic to California; the current range of this species includes Fresno, Kern, and Tulare counties (CNPS 2020). There are no CNDDDB occurrences of this species within the five miles of the Study Area (CDFW 2020).

## **4.5.2 Reptiles**

The following is a brief discussion of special-status reptiles with the potential to occur within the Study Area.

### **Northern California Legless Lizard**

The Northern California legless lizard (*Anniella pulchra*) is not listed and protected under either federal or California ESAs but is considered a CDFW SSC. The Northern California legless lizard has the largest range of all California *Anniella*, ranging from sites in and around Antioch in the east bay, south to northern San Luis Obispo County. Two distinct segments of this species range occur: one in the eastern foothills of Tulare and Fresno counties, and another at the western edge of the Antelope Valley in Kern and Los Angeles counties. They are found in sparsely vegetated areas with loose, moist soil such as beach dunes, chaparral, pin-oak woodlands, desert scrub, sandy washes, and stream terraces. The grassland and oak woodland onsite represent marginally suitable habitat for this species.

### **Blainville's Horned Lizard**

Blainville's horned lizard is not listed and protected under either California or federal ESAs but is considered a CDFW SSC. This diurnal species can occur within a variety of habitats including scrubland, annual grassland, valley-foothill woodlands and coniferous forests, though it is most common along lowland desert sandy washes and chaparral (Stebbins 2003). In the Central Valley, the species ranges from southern Tehama County southward. In the Sierra Nevada it occurs from Butte County south to Tulare

County, and in the Coast Ranges it occurs from Sonoma County south into Baja California (CDFG 1988). It occurs from sea level to 8,000 feet MSL and an isolated population occurs in Siskiyou County (Stebbins 2003). The grassland and oak woodland onsite represent potential habitat for this species.

### **4.5.3 Birds**

The following is a brief discussion of special-status birds with the potential to occur within the Study Area.

#### **Nuttall's Woodpecker**

Nuttall's woodpecker (*Dryobates nuttalli*) is not listed and protected under either federal or California ESAs but is considered a USFWS BCC. They are resident from Siskiyou County south to Baja California. Nuttall's woodpeckers nest in tree cavities primarily within oak woodlands, but also can be found in riparian woodlands (Lowther et al. 2020). Breeding occurs during April through July. The trees onsite represent potential nesting habitat for this species.

#### **Oak Titmouse**

Oak titmouse (*Baeolophus inornatus*) are not listed and protected under either the federal or California ESAs but are considered a USFWS BCC. Oak titmouse breeding range includes southwestern Oregon south through California's Coast, Transverse and Peninsular ranges, western foothills of the Sierra Nevada, into Baja California; they are absent from the humid northwestern coastal region and the San Joaquin Valley (Cicero et al. 2020). They are found in dry oak or oak-pine woodlands but may also use scrub oaks or other brush near woodlands (Cicero et al. 2020). Nesting occurs during March through July. The trees onsite represent potential nesting habitat for this species.

#### **Lawrence's Goldfinch**

The Lawrence's goldfinch (*Spinus lawrencei*) is not listed pursuant to either the federal or California ESAs but is currently a BCC according to the USFWS. Lawrence's goldfinch breed west of the Sierra Nevada-Cascade axis from Tehama, Shasta, and Trinity counties south into the foothills surrounding the Central Valley to Kern County; and on the Coast Range from Contra Costa County to Santa Barbara County (Watt et al. 2020). Lawrence's goldfinch nest in arid woodlands usually with brushy areas, tall annual weeds, and a local water source (Watt et al. 2020). Nesting occurs during March through September. Weeds and small trees onsite represent potential nesting habitat for this species.

#### **Migratory Bird Treaty Act Protected Birds**

While not considered species status as previously defined, the Study Area supports potential nesting habitat for other, more common bird species that are protected under the MBTA and the Fish and Game Code of California. These could include common species such as northern mockingbird and house finch, among others. Trees, shrubs, and annual grassland onsite represents potential nesting habitat for protect birds.

#### **4.5.4 Mammals**

The following is a brief discussion of special-status mammals with the potential to occur within the Study Area.

##### **Townsend's Big-eared Bat**

The Townsend's big-eared bat (*Corynorhinus townsendii*) is not listed pursuant to either the California or federal ESAs; however, this species is considered an SSC by CDFW. Townsend's big-eared bat is a fairly large bat with prominent bilateral nose lumps and large rabbit-like ears. This species occurs throughout the west and ranges from the southern portion of British Columbia south along the Pacific coast to central Mexico and east into the Great Plains. This species has been reported from a wide variety of habitat types and elevations from sea level to 10,827 feet. Habitats used include coniferous forests, mixed meso-phytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. Its distribution is strongly associated with the availability of caves and cave-like roosting habitat including abandoned mines, buildings, bridges, rock crevices, and hollow trees. This species is readily detectable when roosting due to their habit of roosting pendant-like on open surfaces. Townsend's big-eared bat is a moth specialist with over 90 percent of its diet composed of Lepidopterans. Foraging habitat is generally edge habitats along streams adjacent to and within a variety of wooded habitats. This species often travels long distances when foraging and large home ranges have been documented in California (Western Bat Working Group [WBWG] 2020).

The trees onsite represent marginally suitable roosting habitat for this species.

##### **Pallid Bat**

The pallid bat (*Antrozous pallidus*) is not listed pursuant to either the California or federal ESAs; however, this species is considered an SSC by CDFW. The pallid bat is a large, light-colored bat with long, prominent ears and pink, brown, or grey wing and tail membranes. This species ranges throughout North America from the interior of British Columbia, south to Mexico, and east to Texas. The pallid bat inhabits low elevation (below 6,000 feet) rocky arid deserts and canyonlands, shrub-steppe grasslands, karst formations, and higher elevation coniferous forest (above 7,000 feet). This species roosts alone or in groups in the crevices of rocky outcrops and cliffs, caves, mines, trees, and in various human structures such as bridges, and barns. Pallid bats are feeding generalists that glean a variety of arthropod prey from surfaces as well as capturing insects on the wing. Foraging occurs over grasslands, oak savannahs, ponderosa pine forests, talus slopes, gravel roads, lava flows, fruit orchards, and vineyards. Although this species utilizes echolocation to locate prey, often they use only passive acoustic cues. This species is not thought to migrate long distances between summer and winter sites (WBWG 2020).

The trees onsite represent marginally suitable roosting habitat for this species.

#### **4.6 Sensitive Natural Communities**

No sensitive natural communities were found onsite during the field assessment.

## **4.7 Wildlife Movement/Corridors**

Woodland habitat that was once found within the Study Area has been removed (circa 2005-2009). The Study Area is adjacent to an existing hotel and State Highway 198/Sierra Drive within a matrix of rural residences and farms. There are no significant habitat features (e.g., wetlands) within or adjacent to the Study Area. Project development is not expected to impact wildlife movement. The Survey Area does not support known nursery sites or mule deer fawning areas (CDFW 2020). No nursery sites were identified during the field assessment.

## **4.8 Critical Habitat**

There is no designated Critical Habitat within the Project.

## **5.0 RECOMMENDATIONS**

### **5.1 Waters of the U.S. and State**

There are no aquatic resources onsite. Therefore, there are no recommendations pertaining to potential waters of the U.S./State.

### **5.2 Special-Status Species**

#### **5.2.1 Plants**

The Survey Area supports potentially suitable habitat for special-status plants, including Kaweah brodiaea, Springville clarkia, recurved larkspur, streambank spring beauty, calico monkeyflower, mouse buckwheat, Sierra Nevada monkeyflower, Munz's iris, Madera leptosiphon, and San Joaquin adobe sunburst. The following measures are recommended to minimize potential impacts to special-status plants:

- Perform focused plant surveys according to USFWS, CDFW, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species.
- If special-status plant species are found during surveys within the Project and avoidance of the species is not possible, seed collection, transplantation, and/or other mitigation measures may be developed in consultation with appropriate resource agencies to reduce impacts to special-status plant populations.
- If no special-status plants are found within the Project Area, no further measures pertaining to special-status plants are necessary.

#### **5.2.2 Invertebrates**

The Project site does not provide suitable habitat for any special-status invertebrates species. No measures are recommended for special-status invertebrates.

### **5.2.3 Fish**

The Project site does not provide suitable habitat for any special-status fish species. No measures are recommended for special-status fish species.

### **5.2.4 Amphibians**

The Project site does not provide suitable habitat for any special-status amphibian species. No measures are recommended for special-status amphibian species.

### **5.2.5 Reptiles**

The Study Area supports potentially suitable habitat for Northern California legless lizard and Blainville's horned lizard. To ensure that there are no impacts to special-status reptiles, the following mitigation measure is recommended:

- A Northern California legless lizard and Blainville's horned lizard pre-construction survey will be conducted by a qualified biologist within 14 days prior to the initiation of ground disturbance (e.g., tree/vegetation removal, mass grading). The survey will consist of the entire Project footprint, including accessible areas within 100 feet.
- If individuals of either of these two special-status reptiles are found during the pre-construction survey, a qualified biologist with a CDFW Scientific Collecting Permit shall relocate the individuals, with the concurrence of CDFW, to a site with suitable habitat. Relocation methods shall be approved by CDFW.

### **5.2.6 Birds and Migratory Bird Treaty Act Protected Birds (including Raptors)**

The Survey Area supports suitable nesting and foraging habitat for a variety of special-status birds and birds protected under the MBTA. To minimize impacts to protected bird and active nests during construction, the following mitigation measure is recommended:

- Conduct a pre-construction nesting raptor and bird survey of all suitable habitat on the Project site within 14 days of the commencement ground disturbance (e.g., tree/vegetation removal, mass grading) during the nesting season (February 1 – August 31). Where accessible, surveys should be conducted within 300 feet of the Project site for nesting raptors, and 100 feet of the Project site for other nesting birds.
- If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist, in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary.

### 5.2.7 Mammals

The Project site provides potential habitat for several special-status bats. To minimize potential impacts to special-status bats, the following measure is recommended.

- A qualified biologist will conduct a bat habitat assessment of all suitable roosting habitat (i.e., suitable trees) prior to the initiation of site disturbance (e.g., tree removal, mass grading). If the assessment identifies suitable roosting habitat, a qualified biologist will conduct an evening bat emergence survey that may include acoustic monitoring to determine whether or not bats are present. If special-status bats are found, consult with CDFW to develop avoidance and/or exclusion methods.
- If no suitable roosting habitat is found, or if no bats are not found during the emergence surveys, no further measures are necessary.

### 5.2.8 Oak Woodlands

There are two isolated small oak trees located within the annual grassland. The oaks that make up the oak woodland mapped in the Study Area are located on the adjacent property with only the dripline overlapping into the Study Area. Although direct impacts to the oak woodland is not anticipated, indirect impacts may occur. If impacts are considered significant, one or more of the following measures should be implemented to reduce the impact to oak woodlands (per the *Three Rivers Voluntary Oak Woodland Plan*):

- If feasible, avoid/conservate oak woodlands.
- If oak woodlands are proposed for impact, plant an appropriate number of trees, including maintain planting and replacing dead or diseased trees; this requirement to maintain trees pursuant to this paragraph terminates seven years after the trees are planted; mitigation pursuant to this paragraph shall not fulfill more than half of the mitigation requirements for the Project; the requirements imposed pursuant to this paragraph also may be used to restore former oak woodlands.
- Contribute funds to the Oak Woodlands Conservation Fund, as established under subdivision (a) of the Section 1363 of the California Fish and Game Code. A project applicant who contributes funds under this paragraph shall not receive a grant from the Oak Woodland Woodlands Conservation Fund as part of the mitigation for the Project.

and/or

- Other mitigation measures developed by Tulare County.

## 5.3 Sensitive Natural Communities

There are no sensitive natural communities onsite. No measures are recommended.

## **5.4 Wildlife Movement/Corridors and Nursery Sites**

Wildlife have potential to use the Project site for localized wildlife movement. However, Project development would not constitute a significant loss of the available wildlife habitat in the area. No measures are recommended.

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## **LIST OF ATTACHMENTS**

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Attachment A – Special-Status Species Searches (9-Quad CNPS Search, CNNDDB Search, and Study Area IPaC Search)

Attachment B – Representative Site Photographs

Attachment C – Aquatic Resources Delineation Data Sheets

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**ATTACHMENT A**

Special-Status Species Searches  
(9-Quad CNPS Search, CNNDB Search, and Study Area IPaC Search)

\*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

## Plant List

27 matches found. [Click on scientific name for details](#)

### Search Criteria

Found in Quads 3611951, 3611858, 3611857, 3611941, 3611848, 3611847, 3611931 3611838 and 3611837;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
<a href="#">Angelica callii</a>	Call's angelica	Apiaceae	perennial herb	Jun-Jul	4.3	S3	G3
<a href="#">Brodiaea insignis</a>	Kaweah brodiaea	Themidaceae	perennial bulbiferous herb	Apr-Jun	1B.2	S1	G1
<a href="#">Calochortus westonii</a>	Shirley Meadows star-tulip	Liliaceae	perennial bulbiferous herb	May-Jun	1B.2	S3	G3
<a href="#">Calystegia malacophylla</a> <a href="#">var. berryi</a>	Berry's morning-glory	Convolvulaceae	perennial rhizomatous herb	Jul-Aug	3.3	S2	G4G5T2Q
<a href="#">Cinna bolanderi</a>	Bolander's woodreed	Poaceae	perennial herb	Jul-Sep	1B.2	S2S3	G2G3
<a href="#">Clarkia springvillensis</a>	Springville clarkia	Onagraceae	annual herb	(Mar)Apr-Jul	1B.2	S2	G2
<a href="#">Claytonia palustris</a>	marsh claytonia	Montiaceae	perennial herb	May-Oct	4.3	S4	G4
<a href="#">Claytonia parviflora ssp. grandiflora</a>	streambank spring beauty	Montiaceae	annual herb	Feb-May	4.2	S3	G5T3
<a href="#">Delphinium purpusii</a>	rose-flowered larkspur	Ranunculaceae	perennial herb	(Mar)Apr-May	1B.3	S3	G3
<a href="#">Delphinium recurvatum</a>	recurved larkspur	Ranunculaceae	perennial herb	Mar-Jun	1B.2	S2?	G2?
<a href="#">Diplacus pictus</a>	calico monkeyflower	Phrymaceae	annual herb	Mar-May	1B.2	S2	G2
<a href="#">Dudleya cymosa ssp. costatifolia</a>	Pierpoint Springs dudleya	Crassulaceae	perennial herb	May-Jul	1B.2	S1	G5T1
<a href="#">Eriogonum nudum var. murinum</a>	mouse buckwheat	Polygonaceae	perennial herb	Jun-Nov	1B.2	S2	G5T2
<a href="#">Eryngium spinosepalum</a>	spiny-sepaed button-celery	Apiaceae	annual / perennial herb	Apr-Jun	1B.2	S2	G2
<a href="#">Erythranthe norrisii</a>	Kaweah monkeyflower	Phrymaceae	annual herb	Mar-May	1B.3	S2	G2
<a href="#">Erythranthe sierrae</a>	Sierra Nevada monkeyflower	Phrymaceae	annual herb	Mar-Jul	4.2	S2	G2
<a href="#">Glyceria grandis</a>	American manna grass	Poaceae	perennial rhizomatous herb	Jun-Aug	2B.3	S3	G5

<a href="#"><u>Helianthus winteri</u></a>	Winter's sunflower	Asteraceae	perennial shrub	Jan-Dec	1B.2	S2?	G2?
<a href="#"><u>Iris munzii</u></a>	Munz's iris	Iridaceae	perennial rhizomatous herb	Mar-Apr(May)	1B.3	S2	G2
<a href="#"><u>Leptosiphon serrulatus</u></a>	Madera leptosiphon	Polemoniaceae	annual herb	Apr-May	1B.2	S3	G3
<a href="#"><u>Meesia triquetra</u></a>	three-ranked hump moss	Meesiaceae	moss	Jul	4.2	S4	G5
<a href="#"><u>Mielichhoferia elongata</u></a>	elongate copper moss	Mielichhoferiaceae	moss		4.3	S4	G5
<a href="#"><u>Orthotrichum holzingeri</u></a>	Holzinger's orthotrichum moss	Orthotrichaceae	moss		1B.3	S2	G3
<a href="#"><u>Pseudobahia peirsonii</u></a>	San Joaquin adobe sunburst	Asteraceae	annual herb	Feb-Apr	1B.1	S1	G1
<a href="#"><u>Ribes menziesii var. ixoderme</u></a>	aromatic canyon gooseberry	Grossulariaceae	perennial deciduous shrub	Apr	1B.2	S1	G4T1
<a href="#"><u>Ribes tularense</u></a>	Sequoia gooseberry	Grossulariaceae	perennial deciduous shrub	May	1B.3	S1	G1
<a href="#"><u>Tuctoria greenei</u></a>	Greene's tuctoria	Poaceae	annual herb	May-Jul(Sep)	1B.1	S1	G1

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### Questions and Comments

[rareplants@cnps.org](mailto:rareplants@cnps.org)



# Selected Elements by Element Code

## California Department of Fish and Wildlife

### California Natural Diversity Database



**Query Criteria:** Quad<span style='color:Red'> IS </span>(Auckland (3611951)<span style='color:Red'> OR </span>Shadequarter Mtn. (3611858)<span style='color:Red'> OR </span>Giant Forest (3611857)<span style='color:Red'> OR </span>Woodlake (3611941)<span style='color:Red'> OR </span>Kaweah (3611848)<span style='color:Red'> OR </span>Case Mountain (3611847)<span style='color:Red'> OR </span>Rocky Hill (3611931)<span style='color:Red'> OR </span>Chickencoop Canyon (3611838)<span style='color:Red'> OR </span>Dennison Peak (3611837))

Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
AAAAD02140	<b><i>Batrachoseps regius</i></b> Kings River slender salamander	None	None	G2	S2S3	
AAAAD02200	<b><i>Batrachoseps altasierrae</i></b> Greenhorn Mountains slender salamander	None	None	G4	S3S4	
AAABF02020	<b><i>Spea hammondi</i></b> western spadefoot	None	None	G3	S3	SSC
AAABH01050	<b><i>Rana boylei</i></b> foothill yellow-legged frog	None	Candidate Threatened	G3	S3	SSC
AAABH01330	<b><i>Rana muscosa</i></b> southern mountain yellow-legged frog	Endangered	Endangered	G1	S1	WL
ABNGA04010	<b><i>Ardea herodias</i></b> great blue heron	None	None	G5	S4	
ABNKA03010	<b><i>Gymnogyps californianus</i></b> California condor	Endangered	Endangered	G1	S1	FP
ABNKC10010	<b><i>Haliaeetus leucocephalus</i></b> bald eagle	Delisted	Endangered	G5	S3	FP
ABNKC12060	<b><i>Accipiter gentilis</i></b> northern goshawk	None	None	G5	S3	SSC
ABNUA01010	<b><i>Cypseloides niger</i></b> black swift	None	None	G4	S2	SSC
ABPBXB0020	<b><i>Agelaius tricolor</i></b> tricolored blackbird	None	Threatened	G2G3	S1S2	SSC
AMACC01070	<b><i>Myotis evotis</i></b> long-eared myotis	None	None	G5	S3	
AMACC01090	<b><i>Myotis thysanodes</i></b> fringed myotis	None	None	G4	S3	
AMACC01140	<b><i>Myotis ciliolabrum</i></b> western small-footed myotis	None	None	G5	S3	
AMACC07010	<b><i>Euderma maculatum</i></b> spotted bat	None	None	G4	S3	SSC
AMACC08010	<b><i>Corynorhinus townsendii</i></b> Townsend's big-eared bat	None	None	G3G4	S2	SSC
AMACC10010	<b><i>Antrozous pallidus</i></b> pallid bat	None	None	G5	S3	SSC
AMACD02011	<b><i>Eumops perotis californicus</i></b> western mastiff bat	None	None	G5T4	S3S4	SSC
AMAJA03012	<b><i>Vulpes vulpes necator</i></b> Sierra Nevada red fox	Candidate	Threatened	G5T1T2	S1	



Selected Elements by Element Code  
California Department of Fish and Wildlife  
California Natural Diversity Database



Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
AMAJA03041	<b><i>Vulpes macrotis mutica</i></b> San Joaquin kit fox	Endangered	Threatened	G4T2	S2	
AMAJF01021	<b><i>Pekania pennanti</i></b> fisher - West Coast DPS	None	Threatened	G5T2T3Q	S2S3	SSC
AMAJF03010	<b><i>Gulo gulo</i></b> California wolverine	Proposed Threatened	Threatened	G4	S1	FP
ARAAD02030	<b><i>Emys marmorata</i></b> western pond turtle	None	None	G3G4	S3	SSC
ARACC01020	<b><i>Anniella pulchra</i></b> northern California legless lizard	None	None	G3	S3	SSC
CARA2443CA	<b>Central Valley Drainage Hardhead/Squawfish Stream</b> Central Valley Drainage Hardhead/Squawfish Stream	None	None	GNR	SNR	
CTT44120CA	<b>Northern Claypan Vernal Pool</b> Northern Claypan Vernal Pool	None	None	G1	S1.1	
CTT62100CA	<b>Sycamore Alluvial Woodland</b> Sycamore Alluvial Woodland	None	None	G1	S1.1	
CTT84250CA	<b>Big Tree Forest</b> Big Tree Forest	None	None	G3	S3.2	
ICBRA03030	<b><i>Branchinecta lynchi</i></b> vernal pool fairy shrimp	Threatened	None	G3	S3	
ICMAL01210	<b><i>Bowmanasellus sequoiae</i></b> Sequoia cave isopod	None	None	G1	S1	
IICOL48011	<b><i>Desmocerus californicus dimorphus</i></b> valley elderberry longhorn beetle	Threatened	None	G3T2	S2	
IICOL4C020	<b><i>Lytta moesta</i></b> moestan blister beetle	None	None	G2	S2	
IICOL4C040	<b><i>Lytta morrisoni</i></b> Morrison's blister beetle	None	None	G1G2	S1S2	
IICOL58010	<b><i>Atractelmis wawona</i></b> Wawona riffle beetle	None	None	G1G3	S1S2	
IIHYM24250	<b><i>Bombus occidentalis</i></b> western bumble bee	None	Candidate Endangered	G2G3	S1	
IIHYM24380	<b><i>Bombus caliginosus</i></b> obscure bumble bee	None	None	G4?	S1S2	
IIHYM24480	<b><i>Bombus crotchii</i></b> Crotch bumble bee	None	Candidate Endangered	G3G4	S1S2	
IIHYM72010	<b><i>Chrysis tularensis</i></b> Tulare cuckoo wasp	None	None	G1G2	S1S2	
IITRI11030	<b><i>Cryptochia denningi</i></b> Denning's cryptic caddisfly	None	None	G1G2	S1S2	
ILARA98020	<b><i>Talanites moodyae</i></b> Moody's gnaphosid spider	None	None	G1G2	S1S2	



Selected Elements by Element Code  
California Department of Fish and Wildlife  
California Natural Diversity Database



Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
ILARAU8090	<i>Calicina cloughensis</i> Clough Cave harvestman	None	None	G1	S1	
NBMUS4Q022	<i>Mielichhoferia elongata</i> elongate copper moss	None	None	G5	S3S4	4.3
NBMUS560E0	<i>Orthotrichum holzingeri</i> Holzinger's orthotrichum moss	None	None	G3G4	S2	1B.3
PDAP10Z0Y0	<i>Eryngium spinosepalum</i> spiny-sepaled button-celery	None	None	G2	S2	1B.2
PDAST4N260	<i>Helianthus winteri</i> Winter's sunflower	None	None	G2?	S2?	1B.2
PDAST7P030	<i>Pseudobahia peirsonii</i> San Joaquin adobe sunburst	Threatened	Endangered	G1	S1	1B.1
PDCON040K2	<i>Calystegia malacophylla</i> var. <i>berryi</i> Berry's morning-glory	None	None	G4G5T2Q	S2	3.3
PDCRA040A2	<i>Dudleya cymosa</i> ssp. <i>costatifolia</i> Pierpoint Springs dudleya	None	None	G5T1	S1	1B.2
PDCUS011T0	<i>Cuscuta jepsonii</i> Jepson's dodder	None	None	G1	S1	1B.2
PDGRO02104	<i>Ribes menziesii</i> var. <i>ixoderme</i> aromatic canyon gooseberry	None	None	G4T1	S1	1B.2
PDGRO021L0	<i>Ribes tulareense</i> Sequoia gooseberry	None	None	G1	S1	1B.3
PDONA05120	<i>Clarkia springvillensis</i> Springville clarkia	Threatened	Endangered	G2	S2	1B.2
PDPGN08495	<i>Eriogonum nudum</i> var. <i>murinum</i> mouse buckwheat	None	None	G5T2	S2	1B.2
PDPLM09130	<i>Leptosiphon serrulatus</i> Madera leptosiphon	None	None	G3	S3	1B.2
PDRAN0B1G0	<i>Delphinium purpusii</i> rose-flowered larkspur	None	None	G3	S3	1B.3
PDRAN0B1J0	<i>Delphinium recurvatum</i> recurved larkspur	None	None	G2?	S2?	1B.2
PDSCR1B240	<i>Diplacus pictus</i> calico monkeyflower	None	None	G2	S2	1B.2
PDSCR1B2Y0	<i>Erythranthe norrisii</i> Kaweah monkeyflower	None	None	G2	S2	1B.3
PMIRI090M0	<i>Iris munzii</i> Munz's iris	None	None	G2	S2	1B.3
PMLIL02360	<i>Allium abramsii</i> Abrams' onion	None	None	G3	S3	1B.2
PMLIL0C060	<i>Brodiaea insignis</i> Kaweah brodiaea	None	Endangered	G1	S1	1B.2



Selected Elements by Element Code  
California Department of Fish and Wildlife  
California Natural Diversity Database



Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
PMLIL0D1M0	<i>Calochortus westonii</i> Shirley Meadows star-tulip	None	None	G3	S3	1B.2
PMLIL0V0K0	<i>Fritillaria striata</i> striped adobe-lily	None	Threatened	G1	S1	1B.1
PMPOA1H040	<i>Cinna bolanderi</i> Bolander's woodreed	None	None	G2G3	S2S3	1B.2
PMPOA2Y080	<i>Glyceria grandis</i> American manna grass	None	None	G5	S3	2B.3
PMPOA4G060	<i>Orcuttia inaequalis</i> San Joaquin Valley Orcutt grass	Threatened	Endangered	G1	S1	1B.1
PMPOA6N010	<i>Tuctoria greenei</i> Greene's tuctoria	Endangered	Rare	G1	S1	1B.1

Record Count: 67

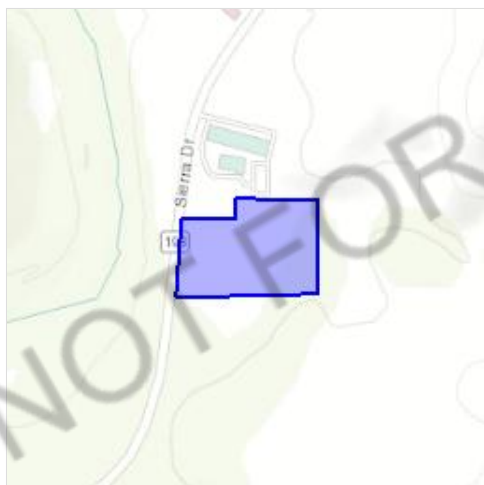
# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Tulare County, California



## Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Mammals

NAME

STATUS

San Joaquin Kit Fox *Vulpes macrotis mutica*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/2873>

## Birds

NAME	STATUS
California Condor <i>Gymnogyps californianus</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. <a href="https://ecos.fws.gov/ecp/species/8193">https://ecos.fws.gov/ecp/species/8193</a>	Endangered

## Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a>	Threatened

## Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a>	Threatened

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A  
BREEDING SEASON IS INDICATED  
FOR A BIRD ON YOUR LIST, THE  
BIRD MAY BREED IN YOUR  
PROJECT AREA SOMETIME WITHIN  
THE TIMEFRAME SPECIFIED,  
WHICH IS A VERY LIBERAL  
ESTIMATE OF THE DATES INSIDE  
WHICH THE BIRD BREEDS  
ACROSS ITS ENTIRE RANGE.  
"BREEDS ELSEWHERE" INDICATES

THAT THE BIRD DOES NOT LIKELY  
BREED IN YOUR PROJECT AREA.)

### Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Jan 1 to Aug 31

### Black Swift *Cypseloides niger*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8878>

Breeds Jun 15 to Sep 10

### California Thrasher *Toxostoma redivivum*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Jan 1 to Jul 31

### Clark's Grebe *Aechmophorus clarkii*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Jan 1 to Dec 31

### Common Yellowthroat *Geothlypis trichas sinuosa*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/2084>

Breeds May 20 to Jul 31

### Costa's Hummingbird *Calypte costae*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9470>

Breeds Jan 15 to Jun 10

### Golden Eagle *Aquila chrysaetos*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1680>

Breeds Jan 1 to Aug 31

### Lawrence's Goldfinch *Carduelis lawrencei*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9464>

Breeds Mar 20 to Sep 20

**Lewis's Woodpecker** *Melanerpes lewis*

Breeds Apr 20 to Sep 30

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9408>

**Nuttall's Woodpecker** *Picoides nuttallii*

Breeds Apr 1 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9410>

**Oak Titmouse** *Baeolophus inornatus*

Breeds Mar 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9656>

**Rufous Hummingbird** *Selasphorus rufus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8002>

**Song Sparrow** *Melospiza melodia*

Breeds Feb 20 to Sep 5

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

**Spotted Towhee** *Pipilo maculatus clementae*

Breeds Apr 15 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

**Wrentit** *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

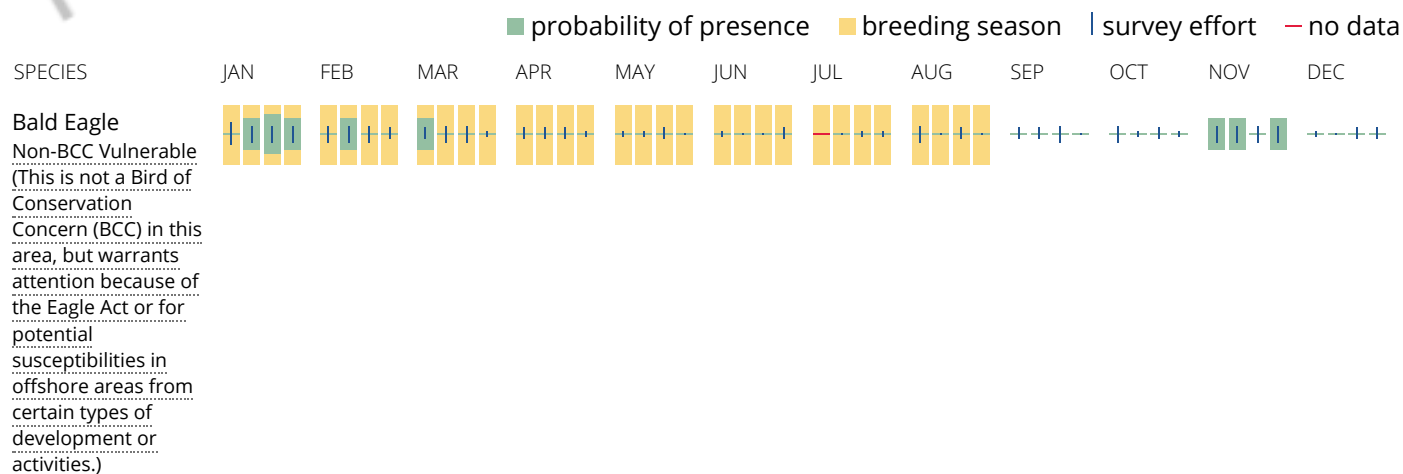
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.

### Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

### What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

### What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

## Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

## Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER FORESTED/SHRUB WETLAND

[PFOA](#)

RIVERINE

[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

### Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters.

Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

### Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

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**ATTACHMENT B**

Representative Site Photos



Photo1. Oak woodland in SE corner of Survey Area, facing SW.



Photo 2. Oak woodland, annual grassland and elderberries, facing SSE.



Photo 3. Representative photo of annual grassland, facing W.



Photo 4. Ruderal area, topped cottonwoods on W side of Survey Area, facing SSW.





Photo 5. Ruderal area, access road on southern property boundary, facing W.



Photo 6. Delineation Sample Point 1 location in NE corner of property, facing N.



Photo 7. NE corner of Survey Area, facing NNE.



Photo 8. Elderberry in SE portion of property, facing West.



## **ATTACHMENT C**

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### Aquatic Resources Delineation Data Sheets

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Hampton Inn & Suites in Three Rivers City/County: Tulare Sampling Date: 8/13/2020  
 Applicant/Owner: Ineffable Hospitality, Inc. State: CA Sampling Point: 1  
 Investigator(s): Keith Kwan Section, Township, Range: Section 26, T.17 South, R.28 East  
 Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): concave Slope (%): 3  
 Subregion (LRR): C Lat: 36.425129 Long: -118.913574 Datum: NAD83  
 Soil Map Unit Name: 105 - Blasingame sandy loam, 9 to 15 percent slopes NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks: shallow swale with no evidence of wetland characteristics or an ordinary high water mark	

## VEGETATION – Use scientific names of plants.

<b>Tree Stratum</b> (Plot size: _____) 1. _____ 2. _____ 3. _____ 4. _____ _____ = Total Cover <b>Sapling/Shrub Stratum</b> (Plot size: _____) 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ _____ = Total Cover <b>Herb Stratum</b> (Plot size: <u>5' radius</u> ) 1. <u>Anthriscus caucalis</u> <u>2</u> <u>no</u> <u>N/L</u> 2. <u>Bromus diandrus</u> <u>15</u> <u>yes</u> <u>N/L</u> 3. <u>Carduus pycnocephalus</u> <u>5</u> <u>no</u> <u>N/L</u> 4. <u>Galium aparine</u> <u>1</u> <u>no</u> <u>FACU</u> 5. _____ 6. _____ 7. _____ 8. _____ _____ = Total Cover <b>Woody Vine Stratum</b> (Plot size: _____) 1. _____ 2. _____ _____ = Total Cover % Bare Ground in Herb Stratum <u>80</u> % Cover of Biotic Crust <u>0</u>	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across All Strata: <u>1</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A/B) <b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____ <b>Hydrophytic Vegetation Indicators:</b> ___ Dominance Test is >50% ___ Prevalence Index is ≤3.0 <sup>1</sup> ___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. <b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
Remarks: many Ca. ground squirrel diggings present	

# SOIL

Sampling Point: 1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR3/3	100						sandy loam

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)

- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_

Depth (inches): \_\_\_\_\_

**Hydric Soil Present?** Yes \_\_\_\_\_ No ☒

Remarks:

# HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)

- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_

Water Table Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_

Saturation Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_  
(includes capillary fringe)

**Wetland Hydrology Present?** Yes \_\_\_\_\_ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

shallow swale with no evidence of an OHWM

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Hampton Inn & Suites in Three Rivers City/County: Tulare Sampling Date: 8/13/2020  
 Applicant/Owner: Ineffable Hospitality, Inc. State: \_\_\_\_\_ Sampling Point: 2  
 Investigator(s): Keith Kwan Section, Township, Range: Section 26, T.17 South, R.28 East  
 Landform (hillslope, terrace, etc.): toe of slope Local relief (concave, convex, none): concave Slope (%): 1  
 Subregion (LRR): C Lat: 36.424787 Long: -118.913852 Datum: NAD83  
 Soil Map Unit Name: 105 - Blasingame sandy loam, 9 to 15 percent slopes NWI classification: \_\_\_\_\_

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks:  shallow swale with no evidence of wetland characteristics or an ordinary high water mark	

## VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A)  Total Number of Dominant Species Across All Strata: <u>2</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A/B)
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
_____ = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____
<b>Sapling/Shrub Stratum</b> (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	<b>Hydrophytic Vegetation Indicators:</b> ___ Dominance Test is >50% ___ Prevalence Index is ≤3.0 <sup>1</sup> ___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
_____ = Total Cover				
<b>Herb Stratum</b> (Plot size: <u>5' radius</u> )				
1. <u>Bromus diandrus</u>	<u>30</u>	<u>yes</u>	<u>N/L</u>	
2. <u>Centaurea solstitialis</u>	<u>15</u>	<u>yes</u>	<u>N/L</u>	
3. <u>Carduus pycnocephalus</u>	<u>5</u>	<u>no</u>	<u>N/L</u>	<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
4. <u>Amsinckia sp.</u>	<u>1</u>	<u>no</u>	<u>N/L</u>	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	<b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
_____ = Total Cover				
<b>Woody Vine Stratum</b> (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>50</u> % Cover of Biotic Crust <u>0</u>				

Remarks:

# SOIL

Sampling Point: 2

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-16	10YR3/3	100						sandy loam

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)

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- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_

Depth (inches): \_\_\_\_\_

**Hydric Soil Present?** Yes \_\_\_\_\_ No ☒

Remarks:

# HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)

- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_

Water Table Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_

Saturation Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_  
(includes capillary fringe)

**Wetland Hydrology Present?** Yes \_\_\_\_\_ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:



July 6, 2020

Haren-deep Sanghera,  
Ineffable Hospitality, Inc.  
6473 E. Hatch Road  
Hughson, California 95326

**RE: Hampton Inn and Suites, Three Rivers, Tulare County, California – Special-Status Plant Survey**

Dear Mr. Sanghera:

On behalf of Ineffable Hospitality, Inc., ECORP Consulting, Inc. conducted a special-status plant survey for the Hampton Inn and Suites in Three Rivers, Tulare County, California (Survey Area) (Figure 1. *Survey Area Location and Vicinity*). The ±4.57-acre Survey Area is located adjacent to the community of Three Rivers east of State Highway 198 (Sierra Drive), approximately 1,000 feet north of the Old Three Rivers Road intersection, and immediately south of the Comfort Inn and Suites. The site corresponds to a portion of Section 26, Township 17 South, Range 28 East (Mount Diablo Base and Meridian) of the “Kaweah, California” 7.5-minute quadrangle (North American Datum [NAD] 27) (U.S. Geological Survey [USGS] 1993). The approximate center of the site is located at latitude 36.424827° (NAD83) and longitude - 118.914718° (NAD83) within the Upper Kaweah Watershed (Hydrologic Unit Code#18030007)(Natural Resources Conservation Service [NRCS] et al. 2019). The purpose of the survey was to identify and map the locations of special-status plant species, if found, within the Survey Area.

Prior to conducting the survey, background information was collected on the potential presence of special-status plants within or near the Survey Area from a variety of sources, including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CDFW 2020), the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation tool (USFWS 2020), and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2020). Each special-status plant species with potential to occur in the vicinity of the Survey Area was evaluated for its potential to occur onsite, and a list of target species was determined. The following 12 species were included as targets for the survey:

- Kaweah brodiaea (*Brodiaea insignis*)
- Springville clarkia (*Clarkia springvillensis*)
- Streambank spring beauty (*Claytonia parviflora* ssp. *grandiflora*)
- Recurved larkspur (*Delphinium recurvatum*)
- Calico monkeyflower (*Diplacus pictus*)
- Mouse buckwheat (*Eriogonum nudum* var. *murinum*)
- Spiny-sepaled button-celery (*Eryngium spinosepalum*)

- Sierra Nevada monkeyflower (*Erythranthe sierrae*)
- American manna grass (*Glyceria grandis*)
- Munz's iris (*Iris munzii*)
- Madera leptosiphon (*Leptosiphon serrulatus*)
- San Joaquin adobe sunburst (*Pseudobahia peirsonii*)

Reference populations, where available, were visited to assess phenology and observe morphology for target species. When reference populations were not available, herbaria specimens, Calflora (Calflora 2020), Calphotos (Calphotos 2020), and *The Jepson Manual: Vascular Plants of California, Second Edition* (Baldwin et al. 2012) were used as a reference. Observation of the reference populations and review of other reference sources confirmed that the survey coincided with optimal identifiable periods for all target species.

ECORP biologist Hannah Stone conducted the special-status plant survey on April 15, 2020 and June 30, 2020. The survey was conducted in accordance with guidelines promulgated by USFWS (USFWS 2000), CDFW (CDFW 2018), and CNPS (CNPS 2001). The biologist walked meandering transects throughout the Survey Area, including all suitable habitat for target species. A list of all plant species observed within the Survey Area is included in Attachment A. No special-status plant species were observed during the survey.

If you have any questions, please call me at (916) 782-9100.

Sincerely,



Chris Stabenfeldt  
Senior Environmental Planner/Project Manager  
ECORP Consulting, Inc.

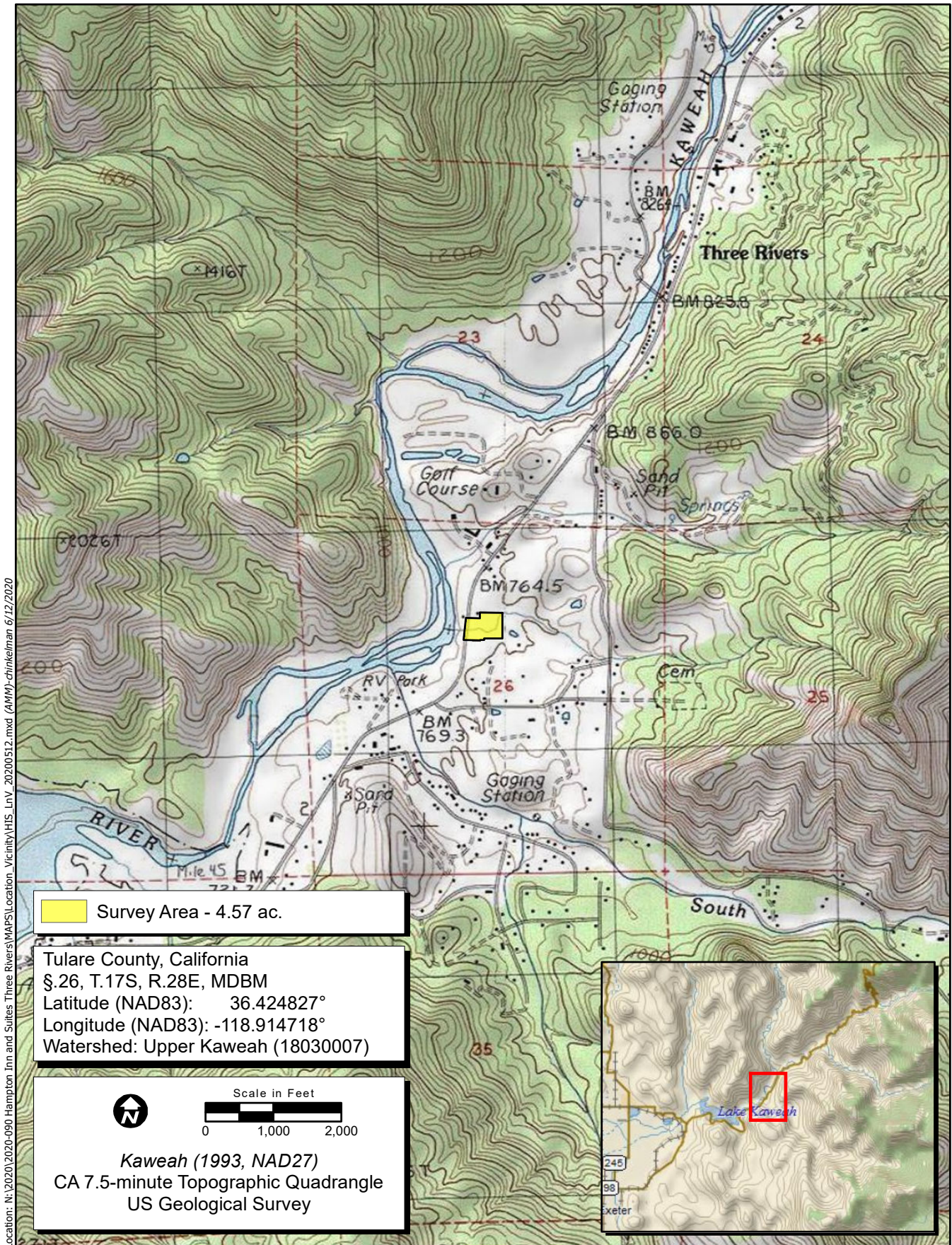
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## LIST OF FIGURES

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Figure 1. Survey Area Location and Vicinity



**Figure 1. Survey Area Location and Vicinity**

2020-090 Hampton Inn and Suites in Three Rivers

Plant Species Observed Onsite (April 15, 2020 and June 30, 2020)

**Hampton Inn and Suites Three Rivers Project**  
Plant Species Observed (April 15, 2020 and June 30, 2020)

SCIENTIFIC NAME	COMMON NAME
<b>ADOXACEAE</b>	<b>MUSKROOT FAMILY</b>
<i>Sambucus nigra</i> subsp. <i>caerulea</i>	Blue elderberry
<b>AMARANTHACEAE</b>	<b>AMARANTH FAMILY</b>
<i>Amaranthus albus</i> *	Pigweed amaranth
<b>APIACEAE</b>	<b>CARROT FAMILY</b>
<i>Anthriscus caucalis</i> *	Bur chervil
<i>Conium maculatum</i> *	Poison hemlock
<i>Torilis arvensis</i> *	Field hedge parsley
<b>ARACEAE</b>	<b>ARUM FAMILY</b>
<i>Lemna</i> sp.	Duckweed
<b>ASTERACEAE</b>	<b>SUNFLOWER FAMILY</b>
<i>Ambrosia psilostachya</i>	Western ragweed
<i>Carduus pycnocephalus</i> *	Italian thistle
<i>Centaurea melitensis</i> *	Tocalote
<i>Centaurea solstitialis</i> *	Yellow star-thistle
<i>Erigeron canadensis</i>	Canada horseweed
<i>Helianthus annuus</i>	Common sunflower
<i>Heterotheca grandiflora</i>	Telegraph weed
<i>Holocarpha virgata</i>	Narrow tarplant
<i>Hypochaeris glabra</i> *	Smooth cat's-ear
<i>Hypochaeris radicata</i> *	Rough cat's-ear
<i>Lactuca serriola</i> *	Prickly lettuce
<i>Pseudognaphalium luteoalbum</i> *	Jersey cudweed
<i>Silybum marianum</i> *	Milk thistle
<b>BORAGINACEAE</b>	<b>BORAGE FAMILY</b>
<i>Amsinckia</i> sp.	Fiddleneck
<b>BRASSICACEAE</b>	<b>MUSTARD FAMILY</b>
<i>Boechera</i> sp.	Rockcress
<i>Capsella bursa-pastoris</i> *	Shepherd purse
<i>Hirschfeldia incana</i> *	Shortpod mustard
<i>Sisymbrium officinale</i> *	Hedge mustard

An asterisk (\*) indicates a non-native species.

**Hampton Inn and Suites Three Rivers Project**  
Plant Species Observed (April 15, 2020 and June 30, 2020)

SCIENTIFIC NAME	COMMON NAME
<b>CARYOPHYLLACEAE</b>	<b>PINK FAMILY</b>
<i>Stellaria media</i> *	Common chickweed
<b>CHENOPODIACEAE</b>	<b>GOOSEFOOT FAMILY</b>
<i>Chenopodium album</i> *	White goosefoot
<b>EUPHORBIACEAE</b>	<b>SPURGE FAMILY</b>
<i>Croton setiger</i>	Turkey mullein
<b>FABACEAE</b>	<b>LEGUME FAMILY</b>
<i>Acmispon americanus</i>	Spanish clover
<i>Lupinus bicolor</i>	Bicolored lupine
<i>Vicia villosa</i> *	Hairy vetch
<i>Wisteria sinensis</i> *	Chinese wisteria
<b>FAGACEAE</b>	<b>OAK FAMILY</b>
<i>Quercus lobata</i>	Valley oak
<i>Quercus wislizeni</i>	Interior live oak
<b>GERANIACEAE</b>	<b>GERANIUM FAMILY</b>
<i>Erodium brachycarpum</i> *	Short fruited filaree
<i>Erodium cicutarium</i> *	Red-stemmed filaree
<b>LAMIACEAE</b>	<b>MINT FAMILY</b>
<i>Marrubium vulgare</i> *	Common horehound
<b>MELIACEAE</b>	<b>MAHOGANY FAMILY</b>
<i>Melia azedarach</i> *	China berry tree
<b>MYRSINACEAE</b>	<b>MYRSINE FAMILY</b>
<i>Lysimachia arvensis</i> *	Scarlet pimpernel
<b>ONAGRACEAE</b>	<b>EVENING PRIMROSE FAMILY</b>
<i>Camissonia strigulosa</i>	Contorted primrose
<i>Epilobium</i> sp.	Willow-herb
<b>PHRYMACEAE</b>	<b>LOPSEED FAMILY</b>
<i>Erythranthe floribunda</i>	Many flowered monkey flower
<b>PLANTAGINACEAE</b>	<b>PLANTAIN FAMILY</b>
<i>Veronica persica</i> *	Bird's eye speedwell

An asterisk (\*) indicates a non-native species.

**Hampton Inn and Suites Three Rivers Project**  
Plant Species Observed (April 15, 2020 and June 30, 2020)

SCIENTIFIC NAME	COMMON NAME
<b>POACEAE</b>	<b>GRASS FAMILY</b>
<i>Avena fatua</i> *	Wild oat
<i>Bromus diandrus</i> *	Ripgut brome
<i>Bromus hordeaceus</i> *	Soft brome
<i>Distichlis spicata</i>	Saltgrass
<i>Elymus caput-medusae</i> *	Medusahead grass
<i>Elymus glaucus</i>	Blue wild-rye
<i>Elymus triticoides</i>	Creeping wild-rye
<i>Festuca perennis</i> *	Italian Ryegrass
<i>Hordeum murinum</i> ssp. <i>glaucum</i> *	Foxtail barley
<b>POLYGONACEAE</b>	<b>BUCKWHEAT FAMILY</b>
<i>Chorizanthe membranacea</i>	Pink spineflower
<i>Rumex crispus</i> *	Curly dock
<b>PORTULACAEAE</b>	<b>PURSLANE FAMILY</b>
<i>Claytonia parviflora</i> ssp. <i>parviflora</i>	Streambank springbeauty
<b>ROSACEAE</b>	<b>ROSE FAMILY</b>
<i>Rubus armeniacus</i> *	Himalayan blackberry
<b>RUBIACEAE</b>	<b>MADDER FAMILY</b>
<i>Galium aparine</i>	Common bedstraw
<b>SALICACEAE</b>	<b>WILLOW FAMILY</b>
<i>Populus deltoides</i> *	Eastern cottonwood
<i>Populus fremontii</i>	Fremont's cottonwood
<i>Salix lasiolepis</i>	Arroyo willow
<b>SCROPHULARIACEAE</b>	<b>FIGWORT FAMILY</b>
<i>Verbascum thapsus</i> *	Common mullein
<b>SIMAROUBACEAE</b>	<b>QUASSIA FAMILY</b>
<i>Ailanthus altissima</i> *	Tree-of-heaven
<b>SOLANACEAE</b>	<b>NIGHTSHADE FAMILY</b>
<i>Datura stramonium</i> *	Jimson weed
<i>Datura wrightii</i>	Sacred thornapple
<i>Solanum americanum</i>	Comon nightshade

An asterisk (\*) indicates a non-native species.

**Hampton Inn and Suites Three Rivers Project**  
 Plant Species Observed (April 15, 2020 and June 30, 2020)

SCIENTIFIC NAME	COMMON NAME
<b>URTICACEAE</b>	<b>NETTLE FAMILY</b>
<i>Urtica dioica</i>	Stinging nettle
<b>VITACEAE</b>	<b>GRAPE FAMILY</b>
<i>Vitis californica</i>	California wild grape
<b>ZYGOPHYLLACEAE</b>	<b>CALTROP FAMILY</b>
<i>Tribulus terrestris</i> *	Puncture vine

# Attachment “C”

## Cultural and Tribal Cultural Resources

## **CULTURAL RESOURCES ASSESSMENT**

This report contains confidential information exempt from public disclosure pursuant to:

54 USC § 307103 (National Historic Preservation Act), and/or

16 USC § 470hh (Archaeological Resources Protection Act), and/or

16 USC § 470aaa (Paleontological Resources Preservation Act), and/or

36 CFR § 296.18 (Confidentiality of Archaeological Resource Information), and/or

Gov. Code § 6254(r): California Public Records, Records exempt from disclosure requirements, Native American grave, cemetery and sacred place records, and/or

Gov. Code § 6254.10: California Public Records Act, Disclosure of records relating to archaeological site information and specified reports not required, and/or

14 CCR §15120(d): CEQA Guidelines, Contents of Environmental Impact Reports.

# Attachment “D”

## Noise

# Noise Impact Assessment

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## Three Rivers Hampton Inn and Suites Project

Tulare County, California

### Prepared For:

Ineffable Hospitality, Inc.

**August 2020**



**ECORP Consulting, Inc.**  
ENVIRONMENTAL CONSULTANTS

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## **LIST OF ACRONYMS AND ABBREVIATIONS**

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CNEL	Community Noise Equivalent Level
County	County of Tulare
dB	Decibel
dBA	A-weighted decibels
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Hz	Hertz
I-8	Interstate 8
L <sub>dn</sub>	Day-night average sound level
L <sub>eq</sub>	Measure of ambient noise
L <sub>max</sub>	The maximum A-weighted noise level during the measurement period.
L <sub>min</sub>	The minimum A-weighted noise level during the measurement period.
OPR	Office of Planning and Research
PPV	Peak particle velocity
Project	Three Rivers Hampton Inn & Suites Project
RMS	Root mean square
RS	Residential Single Unit
sf	Square foot

**LIST OF ACRONYMS AND ABBREVIATIONS**

STC	Sound Transmission Class
WEAL	Western Electro-Acoustic Laboratory, Inc.

## 1.0 INTRODUCTION

This report documents the results of a Noise Impact Assessment completed for the Three Rivers Hampton Inn and Suites Project (Project), which includes the development a 105-room hotel with 108 parking spaces in the community of Three Rivers in the County of Tulare (County). This assessment was prepared to assess the land use compatibility of the Proposed Project within the existing noise environment affecting the Project area. This assessment compares the predicted Project noise levels to noise standards promulgated by the County of Tulare General Plan Health and Safety Element.

### 1.1 Project Location and Description

The Project site is located within the County of Tulare, in the community of Three Rivers. Three Rivers is located in the northern portion of the County of Tulare, bordered by Fresno, Inyo, and Kings Counties. The Project site is located on approximately 2.8 acres, just east of State Highway 198 (see Figure 1. Project Location). The Project is the development of a Hampton Inn on an irregularly shaped and currently undeveloped site. The Project site is surrounded by a Comfort Inn and Suites hotel to the north, a vacant commercial building to the west, and farmland and rural housing to the east, south, and west.

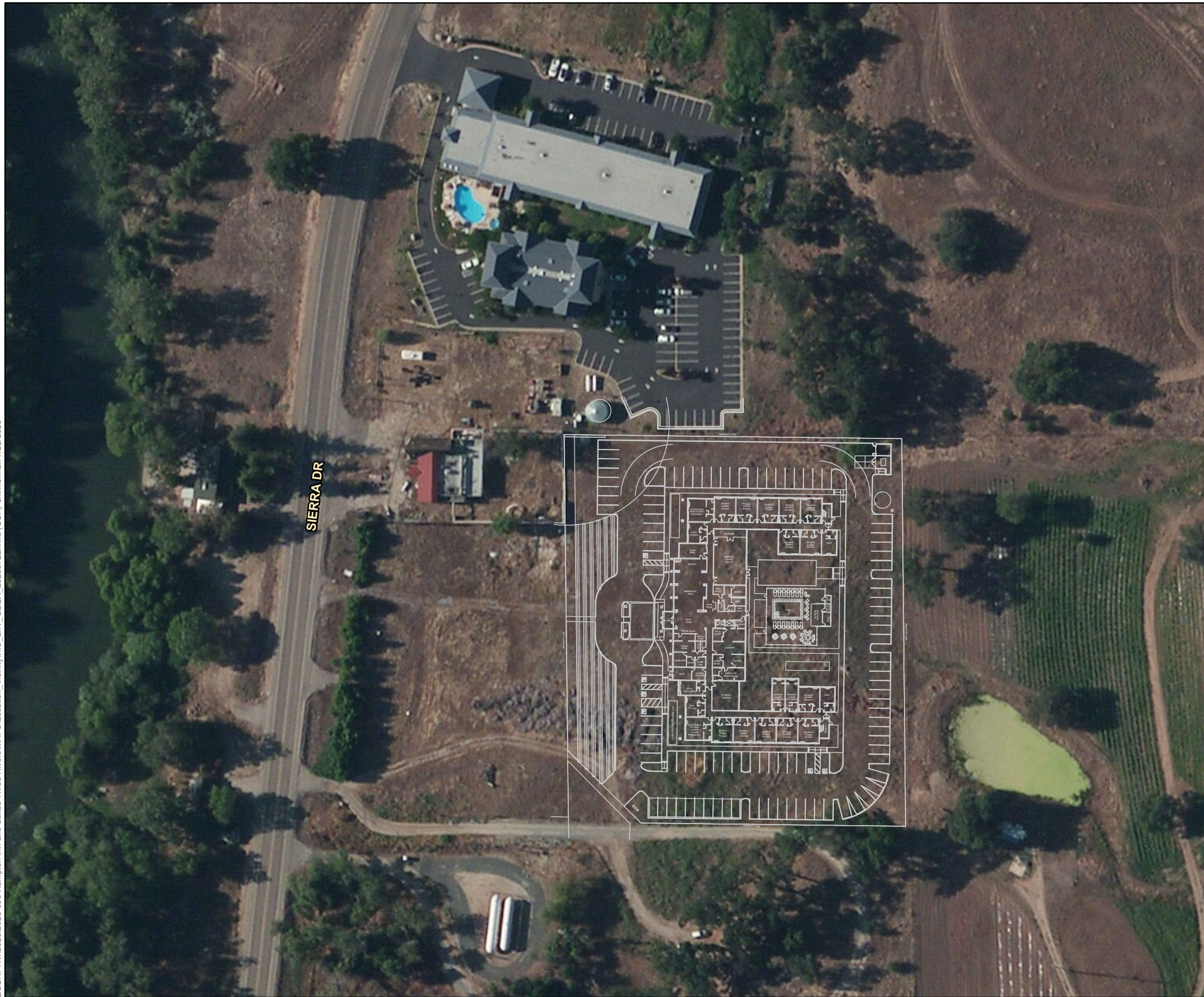
The Project is the development of a 105-room hotel with 108 parking spaces. The hotel is proposed to be three stories. Aside from the 105 guest rooms, the hotel is proposed to contain a meeting room, lobby, breakfast and food preparation areas, laundry, an employee breakroom, and more rooms typical of a moderate to high-end hotel. Other onsite infrastructure would include a swimming pool, two water tanks and wells, and a trash enclosure.

The Project is anticipated to generate 860 additional one-way vehicle trips per day on Saturdays, 625 additional one-way vehicle trips per day on Sundays, and 858 additional one-way vehicle trips per day on weekdays.

A construction period of approximately one year is anticipated, with construction likely to begin in summer of 2021. Project construction is anticipated to include site preparation, grading, building construction, paving, and painting of buildings and parking space and road lines.

The Proposed Project site is designated for *Urban Development* in the Tulare County General Plan.

ECORP: N:\2020\2020-090 Hampton Inn and Suites Three Rivers\MAPS\Location\_Vicinity\HIS\_LnV\_CEOA\_20200722.mxd (CCH)-chinkelman 7/22/2020



#### Map Features

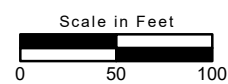
— Site Plan

Sources: ESRI, USGS



Map Date: 7/22/2020

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**Figure 1. Project Location and Vicinity**

2020-090 Hampton Inn and Suites Three Rivers

## **2.0 ENVIRONMENTAL NOISE**

### **2.1 Fundamentals of Noise and Environmental Sound**

#### **2.1.1 Addition of Decibels**

The decibel (dB) scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted (dBA), an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be three dB higher than one source under the same conditions (Federal Transit Administration [FTA] 2018). For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). Under the decibel scale, three sources of equal loudness together would produce an increase of five dB.

Typical noise levels associated with common noise sources are depicted in Figure 2. *Common Noise Levels.*

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

**Figure 2. Common Noise Levels**

Source: California Department of Transportation Caltrans 2012)

### **2.1.2 Sound Propagation and Attenuation**

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately six dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately three dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of three dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 10 to 20 dBA (FHWA 2011). However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. [WEAL] 2000). To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. [HMMH] 2006). Generally, in exterior noise environments ranging from 60 dBA Community Noise Equivalent Level (CNEL) to 65 dBA CNEL, interior noise levels can typically be maintained below 45 dBA, a typically residential interior noise standard, with the incorporation of an adequate forced air mechanical ventilation system in each residential building, and standard thermal-pane residential windows/doors with a minimum rating of Sound Transmission Class (STC) 28. (STC is an integer rating of how well a building partition attenuates airborne sound. In the U.S., it is widely used to rate interior partitions, ceilings, floors, doors, windows, and exterior wall configurations.) In exterior noise environments of 65 dBA CNEL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments less than 75 dBA CNEL with proper wall construction techniques following California Building Code methods, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems.

### 2.1.3 Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The  $L_{eq}$  is a measure of ambient noise, while the  $L_{dn}$  and CNEL are measures of community noise. Each is applicable to this analysis and defined in Table 2-1.

<b>Table 2-1. Common Acoustical Descriptors</b>	
<b>Descriptor</b>	<b>Definition</b>
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where one pascal is the pressure resulting from a force of one newton exerted over an area of one square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, $L_{eq}$	The average acoustic energy content of noise for a stated period of time. Thus, the $L_{eq}$ of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
$L_{max}$ , $L_{min}$	The maximum and minimum A-weighted noise level during the measurement period.
$L_{01}$ , $L_{10}$ , $L_{50}$ , $L_{90}$	The A-weighted noise levels that are exceeded one percent, 10 percent, 50 percent, and 90 percent of the time during the measurement period.
Day/Night Noise Level, $L_{dn}$ or DNL	A 24-hour average $L_{eq}$ with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour $L_{eq}$ would result in a measurement of 66.4 dBA $L_{dn}$ .
Community Noise Equivalent Level, CNEL	A 24-hour average $L_{eq}$ with a five dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour $L_{eq}$ would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

The dBA sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about  $\pm$ one dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about  $\pm$ one to two dBA.

#### **2.1.4 Human Response to Noise**

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived by humans.
- Outside of the laboratory, a three-dBA change is considered a just-perceivable difference.
- A change in level of at least five dBA is required before any noticeable change in community response would be expected. An increase of five dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

## **2.1.5 Effects of Noise on People**

### **Hearing Loss**

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

### **Annoyance**

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The  $L_{dn}$  as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. For ground vehicles, a noise level of about 55 dBA  $L_{dn}$  is the threshold at which a substantial percentage of people begin to report annoyance.

## **2.2 Fundamentals of Environmental Groundborne Vibration**

### **2.2.1 Vibration Sources and Characteristics**

Sources of earthborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or manmade causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

### **2.2.2 Vibration Sources and Characteristics**

Table 2-2 displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care as vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be

annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

For the purposes of this analysis, the PPV descriptor with units of inches per second is used to evaluate construction-generated vibration for building damage and human complaints.

<b>Table 2-2. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels</b>			
<b>Peak Particle Velocity (inches/second)</b>	<b>Approximate Vibration Velocity Level (VdB)</b>	<b>Human Reaction</b>	<b>Effect on Buildings</b>
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings, yet threshold at which there is a risk of architectural damage to fragile buildings
0.2	94	Vibrations may begin to annoy people	Threshold at which there is a risk of architectural damage to normal dwellings
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations	Architectural damage and possibly minor structural damage

Source: Caltrans 2020

Ground vibration can be a concern in instances where buildings shake and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate groundborne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances, which as identified in Table 2-2 is considered very unlikely to cause damage to buildings of any type. Common sources for groundborne vibration are planes, trains, and construction activities such as earthmoving that requires the use of heavy-duty earthmoving equipment.

### 3.0 EXISTING ENVIRONMENTAL NOISE SETTING

#### 3.1 Noise-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and

prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project site is generally surrounded by farmland and rural residential development, with commercial development concentrated along State Route (SR) 198. The nearest noise-sensitive receptors to the Project site are the Comfort Inn and Suites hotel building, located approximately 113 feet north of the Project site, a vacant commercial building located approximately 96 feet west of the Project site at the nearest point, and a residence located across State Highway 198 from the site at approximately 270 feet to the west. The distances to the Comfort Inn and Suites and the vacant commercial building were measured from the property line of the Proposed Project to the physical building. The parking lot and outdoor area associated with hotels and commercial uses are not considered sensitive receptors. Noise-sensitive hotel activities, such as sleeping and resting, would be performed indoors.

### 3.2 Existing Ambient Noise Environment

The primary noise source in the Project vicinity is traffic. Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (see Attachment B) and traffic volumes from the Project's Traffic Impact Study (VRPA Technologies, Inc. 2020). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 2-3.

Table 2-3. Existing (Baseline) Traffic Noise Levels		
Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway
<b>SR 198</b>		
South of Old Three Rivers Road	Residential and Commercial	58.4
Between Old Three River Road & Project Driveway	Residential and Commercial	58.4
North of Project Driveway	Residential and Commercial	58.4
<b>Old Three Rivers Road</b>		
East of SR 198	Residential	48.7

Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by VRPA Technologies, Inc. (2020). Refer to Attachment B for traffic noise modeling assumptions and results.

Note: A total of two intersections were analyzed in the Traffic Impact Study; roadway segments that impact sensitive receptors were included.

As shown, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 48.7 to 58.4 dBA CNEL. As previously described, CNEL is 24-hour average noise level with a 5 dBA “weighting” during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The community of Three Rivers in the County of Tulare, which encompasses the Project site, is impacted by various noise sources. It is subject to both typical urban and rural noise, such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (i.e., residential, commercial, and agricultural) throughout Three Rivers that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common source of noise in the community. The ambient noise environment in the County of Tulare is largely influenced by roadway noise. The Project site is located directly off SR 198, identified by the Tulare General Plan as one of two major regional state highways which traverse the County. The General Plan states that SR 198 connects from U.S. Highway 101 on the west and continues eastward to the County of Tulare, passing through the City of Visalia and into Sequoia National Park (Tulare 2012).

## **4.0 REGULATORY FRAMEWORK**

### **4.1 State**

#### **4.1.1 State of California General Plan Guidelines**

The State of California regulates vehicular and freeway noise affecting noise-sensitive land uses, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria. The State of California General Plan Guidelines, published by the Office of Planning and Research (OPR 2003), also provides guidance for the acceptability of projects within specific CNEL/L<sub>dn</sub> contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution.

#### **State OPR Noise Element Guidelines**

The State OPR Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL.

### **4.2 Local**

#### **4.2.1 County of Tulare General Plan Health and Safety Element**

The Health and Safety Element of the General Plan provides policy direction for minimizing noise impacts in the County and for establishing noise control measures for construction and operation of land use

projects. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, noise considerations will influence the general distribution, location, and intensity of future land use. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the County that would negatively affect noise sensitive land uses. Uses such as schools, hospitals, childcare, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by the Land Use Compatibility for Community Noise Environments table and pertinent goals and policies. Additionally, these uses should be protected from excess noise through sound attenuation measures such as site and architectural design and sound walls.

The County of Tulare has adopted these guidelines as a basis for planning decisions based on noise considerations. The land use compatibility guidelines are shown in Table 2-4. In the case that the noise levels identified at a proposed project site fall within levels considered normally acceptable, the project is considered compatible with the existing noise environment. The General Plan also identifies noise goals and policies set to minimize noise impacts within the County.

**Table 2-4. Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dB)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density Single Family, Duplex, Mobile Homes	≤ 60	55 - 70	70 - 75	≥ 75
Residential – Multi-Family	≤ 65	60 - 70	70 - 75	≥ 75
Transient Lodging – Motels, Hotels	≤ 65	60 - 70	70 - 80	≥ 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	≤ 70	60 - 70	70 - 80	≥ 80
Auditoriums, Concerts Halls, Amphitheaters	NA	≤ 70	NA	≥ 65
Sports Arenas, Outdoor Spectator Sports	NA	≤ 75	NA	≥ 70
Playgrounds, Neighborhood Parks	≤ 70	NA	68-75	≥ 73
Golf Courses, Riding Stables, Water Recreation, Cemeteries	≤ 75	NA	70 – 80	≥ 80
Office Buildings, Business Commercial and Professional	≤ 70	68 – 78	≥ 75	NA
Industrial, Manufacturing, Utilities, Agriculture	≤ 75	70 - 80	≥ 75	NA

Source: County of Tulare General Plan Health and Safety Element

Notes:

NA: Not Applicable; CNEL: Community Noise Equivalent Level

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable – New construction or development should generally not be undertaken.

The Public Health and Safety Element also contains goals and policies that must be used to guide decisions concerning land uses that are common sources of excessive noise levels. The following relevant and applicable goals and policies from the County's Health and Safety Element have been identified for the Project.

**Goal HS-8:** To protect County residents and visitors from the harmful effects of excessive noise while promoting the County economic base.

- **Policy HS-8.1 Economic Base Protection:** The County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources.
- **Policy HS-8.2 Noise Impacted Areas:** The County shall designate areas as noise-impacted if exposed to existing or projected noise levels that exceed 60 dB Ldn (or Community Noise Equivalent Level (CNEL)) at the exterior of buildings.

- **Policy HS-8.3 Noise Sensitive Land Uses:** The County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces.
- **Policy HS-8.4 Airport Noise Contours:** The County shall ensure new noise sensitive land uses are located outside the 60 CNEL contour of all public use airports.
- **Policy HS-8.5 State Noise Standards:** The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.
- **Policy HS-8.6 Noise Level Criteria:** The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).
- **Policy HS-8.8 Adjacent Uses:** The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.
- **Policy HS-8.11 Peak Noise Generators:** The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.
- **Policy HS-8.13 Noise Analysis:** The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).
- **Policy HS-8.14 Sound Attenuation Features:** The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.
- **Policy HS-8.15 Noise Buffering:** The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.
- **Policy HS-8.16 State Noise Insulation:** The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

- **Policy HS-8.17 Coordinate with Caltrans:** The County shall work with Caltrans to mitigate noise impacts on sensitive receptors near State roadways, by requiring noise buffering or insulation in new construction.
- **Policy HS-8.18 Construction Noise:** The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.
- **Policy HS-8.19 Construction Noise Control:** The County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise impacts on surrounding land uses.

## 5.0 IMPACT ASSESSMENT

### 5.1 Thresholds of Significance

The impact analysis provided below is based on the following California Environmental Quality Act Guidelines Appendix G thresholds of significance. The Project would result in a significant noise-related impact if it would meet any of the following criteria:

- 1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- 2) Generation of excessive groundborne vibration or groundborne noise levels.
- 3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels.

For purposes of this analysis and where applicable, the County noise standards were used for evaluation of Project-related noise impacts.

### 5.2 Methodology

This analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations. In order to estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, predicted construction noise levels were calculated utilizing the FHWA's Roadway Construction Model (2006). Offsite transportation noise was calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels, coupled with traffic levels calculated by VRPA Technologies, Inc (2020). Onsite operational noise levels are addressed qualitatively with reference measurements previously taken by ECORP Consulting, Inc. Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from the Caltrans guidelines set forth above. Potential groundborne vibration

impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby land uses.

### **5.2.1 Impact Analysis**

#### **Would the Project Result in Short-Term Construction-Generated Noise in Excess of County Noise Standards?**

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., building construction, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site.

The nearest noise receptors to the Project site are the Comfort Inn and Suites located approximately 113 feet north of the Project site, a vacant commercial building located approximately 96 feet west of the Project parking lot at the nearest point, and a residence located across State Highway 198 from the site at approximately 270 feet to the west. Consistent with the recommendations of the FTA (2018) for assessing construction noise, such noise is measured from the center of the Project site to the nearest receptor. As previously described, per General Plan Safety Element policy HS-8.18, construction activity is exempted provided that noise generating activity does not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. As mandated by General Plan policy HS-8.11, no peak noise generating activities shall be allowed to occur outside of normal business hours without County approval. In addition, General Plan Policy HS-8.19 requires construction noise control best practices to be implemented to minimize construction noise impacts.

To estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the site preparation, grading and building construction, paving and architectural coating. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 2-5.

For comparison purposes, Project construction noise is compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by the National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per

day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA  $L_{eq}$  is used as an acceptable threshold for construction noise at the nearby sensitive receptors. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, the noise level is expressed in  $L_{eq}$ . As stated previously, the nearest noise-sensitive receptor is located approximately 190 feet from the center of the Project site. As shown in Table 2-5, the predicted maximum eight-hour noise levels at the vacant commercial building to the west could potentially reach approximately 74.4 dBA  $L_{eq}$ , which is below the NIOSH threshold of 85 dBA. Thus, construction noise would reach even lower levels at the Comfort Inn and Suites and the nearest residence.

<b>Table 2-5. Construction Average (dBA) Noise Levels at Nearest Receptor</b>			
<b>Equipment</b>	<b>Estimated Exterior Construction Noise Level @ Nearest Residence (dBA <math>L_{eq}</math>)</b>	<b>NIOSH Construction Noise Standards (dBA <math>L_{eq}</math>)</b>	<b>Exceeds Standard at Nearest Sensitive Receptor?</b>
<b>Site Preparation</b>			
Grader	69.4	85	No
Scraper	68.0	85	No
Tractor/ Loader/ Backhoe	62.0	85	
<b>Combined Site Preparation Equipment</b>	<b>72.2</b>	85	<b>No</b>
<b>Grading</b>			
Rubber Tired Dozers	66.1	85	No
Graders	69.4	85	No
Tractors/Loaders/Backhoes (2)	62.0 (each)	85	No
<b>Combined Grading Equipment</b>	<b>72.0</b>	85	<b>No</b>
<b>Building Construction/ Paving/ Architectural Coating</b>			
Crane	61.0	85	No
Forklifts (2)	63.5 (each)	85	No
Generator Set	66.0	85	No
Tractors/Loaders/Backhoes (2)	62.0 (each)	85	No
Welders (3)	58.4	85	No
Cement and Mortar Mixer	63.2	85	
Paver	62.6	85	No
Rollers (2)	61.4 (each)	85	No
Paving Equipment	62.6	85	No
Air Compressors	66.3	85	No
<b>Combined Building Equipment</b>	<b>74.4</b>	85	<b>No</b>

Source: Construction noise levels were calculated by ECRP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Attachment A for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. The distance to the nearest sensitive receptor was calculated from the center of the Project site consistent with FTA (2018) recommendations (approximately 190 feet). Building construction, paving and architectural coating are assumed to occur simultaneously.

As shown, no individual piece of construction equipment or cumulative construction equipment would exceed the NOISH threshold of 85 dBA at the closest residence.

Therefore, Project construction activities would not expose persons to and generate noise levels in excess of NOISH standards and all construction activities would occur during the times permitted by the County.

**Would the Project Result in a Substantial Permanent Increase in Ambient Noise Levels in Excess of County Standards During Operations?**

As previously described, noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise sensitive and may warrant unique measures for protection from intruding noise. The nearest noise receptors to the Project site are the Comfort Inn and Suites located approximately 113 feet north of the Project site, a vacant commercial building located approximately 96 feet west of the Project site, and a residence located across State Highway 198 at approximately 270 feet to the west. Distance to the adjacent hotel and vacant commercial building was measured to the nearest point of each physical building from the Project property line.

*Project Operational Offsite Traffic Noise*

Future traffic noise levels throughout the Project vicinity (i.e., vicinity roadway segments that traverse noise sensitive residential land uses) were modeled using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108) and based on the traffic volumes identified by VRPA Technologies, Inc. (2020) to determine the noise levels along Project vicinity roadways. Table 2-6 shows the calculated offsite roadway noise levels under existing traffic levels compared to existing traffic levels plus the Project. The calculated noise levels as a result of the Project at affected sensitive land uses are compared to the operational noise standards in the County General Plan (Policy HS-8.3). In the case that the existing ambient noise levels already exceed the applicable numeric noise threshold, an increase of more than 5 dBA over the existing ambient noise level is considered significant. As previously described, a change in level of at least 5 dBA is required before any noticeable change in community response would be expected.

**Table 2-6. Existing Plus Project Conditions - Predicted Traffic Noise Levels**

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway		Noise Standard (dBA CNEL)	Exceed Standard/Significant Impact?
		Existing Conditions	Existing + Project Conditions		
SR 198					
South of Old 3 Rivers Road	Residential and Commercial	58.4	58.6	60	No
Between Old 3 Rivers Road and Project Driveway	Residential and Commercial	58.4	58.5	60	No
North of Project Driveway	Residential and Commercial	58.4	58.4	60	No
Old Three River Road					
East of SR 198	Residential	48.7	48.7	60	No

Source: Traffic noise levels were calculated by ECORP Consulting using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels in conjunction with the trip generation rate identified by VRPA Technologies, Inc. 2020. Refer to Attachment B for traffic noise modeling assumptions and results.

Notes: A total of 2 intersections were analyzed in the Traffic Impact Study; however, all roadway segments that impact sensitive receptors were included for the purposes of this analysis.

As shown in Table 2-6, predicted increase in traffic noise levels associated with the Project would be less than the County noise standards.

### Operational Stationary Noise

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Hotel uses, such as those proposed by the Project, are not typically associated with excessive, ongoing operations-related noise that would lead to substantial permanent increases in ambient noise levels. Instead, much of the operational stationary noise generated by the Project would be voices and maneuvering vehicles as hotel guests move in and out of the parking lot. Parking lot noise will be the focus of the operational noise analysis due to their proximity to the existing residences and hotel.

The loudest source of noise associated with the proposed hotel would be parking lot noise. Previous measurements were taken by ECORP staff during a weekday in the middle of a parking lot serving a large grocery store identified noise levels reaching 61.1 dBA at approximately 5 feet distant. These measurements were taken with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. The proposed hotel would not be expected to generate noise levels at the same intensity as a large grocery store and therefore this reference noise applied to the Project is conservative.

The Project is proposing the development of a 105-room hotel. As stated previously, the parking lot would be the main source of stationary noise. Based on prior parking lot noise measurements taken by ECORP staff, the Project parking lot is conservatively estimated to reach a maximum noise level of 61.1 dBA, as explained above.

As previously stated, the two nearest noise receptors to the Project site are the Comfort Inn and Suites hotel building, located approximately 113 feet north of the Project site and the vacant commercial building, located approximately 96 feet west of the Project parking lot at the nearest point. The vacant commercial building is located in close proximity to the Proposed Project boundary. However, as previously stated, noise attenuates a rate of approximately six dB for each doubling of distance from a stationary or point source (FHWA 2011). Considering the conservative parking lot noise measurement of 61.1 dBA at approximately five feet distant, the nearest noise-sensitive receptor, the vacant commercial building located 96 feet away from the Proposed Project Parking lot, would experience operational stationary noise levels of below 35.5 dBA. This falls below the County of Tulare operational noise threshold of 60 dBA (Policy HS-8.8).

As previously stated, the manner in which older homes and buildings for lodging in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). Thus, exterior noise levels of 37.1 could be expected to at least 20 dBA less in interior.

Thus, the Proposed Project would not result in noise levels in excess of County noise standards. The Project would have a less than significant impact in this area.

#### *Land Use Compatibility*

The County of Tulare provides a Land Use Compatibility Table to gauge the compatibility of new land uses (the Proposed Project) relative to existing noise levels. As shown in Table 2-4 above, the General Plan identifies normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses; including hotels and motels such as that proposed by the Project. In the case that the noise levels identified at the Project site fall within levels considered normally acceptable, the Project is considered compatible with the existing noise environment. As shown in Table 2-4, a clearly compatible noise level for locating hotel uses is anything 65 dBA and under. Additionally, General Plan Health and Safety Element Policy HS-8.5 limits exterior noise levels at hotels to 60 dBA CNEL and interior noise level within hotels to 45 dBA CNEL.

The predominate noise source in the Project vicinity is generated by traffic on SR 198. As shown in Table 2-6 above, traffic noise would not exceed 60 dBA under existing plus Project conditions.

Furthermore, the primary stationary noise source emitted from the adjacent hotel and vacant commercial building (if use was to resume) would be parking lot noise. As mentioned previously, previous measurements were taken by ECORP staff during a weekday in the middle of a parking lot serving a large grocery store identified noise levels reaching 61.1 dBA at approximately 5 feet distant. Considering the attenuation of sound with distance and the reduction of exterior-to-interior noise levels provided by

building walls, the noise experienced inside the proposed new hotel would be significantly less than 61.1 dBA. Thus, noise emitted from the adjacent hotel and commercial building would not exceed 65 dBA.

Therefore, the Project is considered a compatible land use with the adjacent hotel and vacant commercial building, both in terms of commercial land use class and in terms of noise falling in the normally compatible range for hotels and motels. Thus, the proposed and existing land uses are considered compatible.

### **Would the Project Expose Structures to Substantial Groundborne Vibration During Construction?**

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Once operational, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term, construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Pile drivers are not anticipated to be necessary for Project construction in the case of the Proposed Project. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with typical construction equipment are summarized in Table 2-7.

The County of Tulare does not regulate construction vibration. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.2 inch per second PPV with respect to the prevention of structural damage for normal buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings.

<b>Table 2-7. Representative Vibration Source Levels for Construction Equipment</b>	
<b>Equipment Type</b>	<b>Peak Particle Velocity at 20 Feet (inches per second)</b>
Large Bulldozer	0.124
Caisson Drilling	0.124
Loaded Trucks	0.106
Rock Breaker	0.115
Jackhammer	0.049
Small Bulldozer/Tractor	0.004

Source: FTA 2018; Caltrans 2020

It is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. The nearest structure of concern to the construction site is a vacant commercial building with the closest physical building being approximately 20 feet away from the Project site boundary. Based on the vibration levels presented in Table 2-7, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.124 inch per second PPV at 20 feet. Thus, the nearby structures would not be negatively affected.

### **Would the Project Expose Structures to Substantial Groundborne Vibration During Operations?**

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels.

### **Would the Project Expose People Residing or Working in the Project area to Excessive Airport Noise?**

The Project site is located approximately 10.22 miles east of the City of Woodlake Airport, located in the City of Woodlake. Although aircraft flight patterns may cover Three Rivers, noise from aircrafts is not a significant issue in the community. As shown in the Tulare General Plan, the community of Three Rivers is well outside of the airport zone. Aircraft noise does not significantly impact the community of Three Rivers and the Proposed Project would not expose people visiting or working on the Project site to excess airport noise levels.

## **5.2.2 Cumulative Noise Impacts?**

### **Cumulative Construction Noise**

Construction activities associated with the Proposed Project and other construction projects in the area may overlap, resulting in construction noise in the area. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the Proposed Project was determined to be less than significant following compliance with the County General Plan's construction timing and construction noise control guidelines. Per the General Plan, construction is to be limited to the hours of 7 am to 7 pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors. Further, the County requires noise construction control per policy HS 8.19. In addition, the individual Project would not exceed the NOISH construction noise standard prior to implementation of construction noise control.

Cumulative development in the vicinity of the Project site could result in elevated construction noise levels at sensitive receptors in the Project area. However, each project would be required to comply with the applicable County General Plan limitations on allowable hours of construction and the NOISH construction noise limits. Therefore, the Project would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

### **Cumulative Operational Noise**

Cumulative long-term noise sources associated with development at the Project, combined with other cumulative projects, could cause local noise level increases. Noise levels associated with the Proposed Project and related cumulative projects together could result in higher noise levels than considered separately. The Project is the construction of a hotel. Operations of the Proposed Project would not result in any substantial changes in the noise environment due to onsite sources. Noise increase as a result of the Project would not exceed County standards. In addition, with implementation of the measures required by Policies HS- 8.14, HS 8.15, HS 8.16, HS 8.17, HS 8.18, and HS 8.19 of the General Plan, Project noise would be further controlled. Therefore, the Project would not contribute to cumulative impacts during operations.

## 6.0 REFERENCES

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## **LIST OF ATTACHMENTS**

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Attachment A – Roadway Construction Noise Model Outputs – Project Construction Noise

Attachment B – Federal Highway Administration Roadway Traffic Noise Model Outputs – Project Traffic Noise

Federal Highway Administration Roadway Construction Noise Model Outputs – Project  
Construction Noise

## Roadway Construction Noise Model (RCNM), Version 1.1

**Report date:** 7/10/2020

**Case Description:** Site Prep

**Description**      **Land Use**  
 Residence / small b Residential

Description			Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		160	0
Scraper	No	40		83.6	160	0
Backhoe	No	40		77.6	160	0

### Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	74.9	<b>70.9</b>
Scraper	73.5	<b>69.5</b>
Backhoe	67.5	<b>63.5</b>
Total	74.9	<b>73.7</b>

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

**Report date:** 7/10/2020  
**Case Description:** Grading

**Description**                      **Land Use**  
 Reidence / Small Business    Residential

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Dozer	No	40		81.7	160	0
Grader	No	40	85		160	0
Backhoe	No	40		77.6	160	0
Backhoe	No	40		77.6	160	0

### Results

Calculated (dBA)

Equipment	*Lmax	Leq
Dozer	71.6	<b>67.6</b>
Grader	74.9	<b>70.9</b>
Backhoe	67.5	<b>63.5</b>
Backhoe	67.5	<b>63.5</b>
Total	74.9	<b>73.5</b>

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

**Report date:** 7/10/2020  
**Case Description:** Const. / Paving / Arch. Coating

**Description**                      **Land Use**  
 Residence / Small Business      Residential

Description			Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	160	0
Front End Loader	No	40		79.1	160	0
Generator	No	50		80.6	160	0
Front End Loader	No	40		79.1	160	0
Backhoe	No	40		77.6	160	0
Backhoe	No	40		77.6	160	0
Welder / Torch	No	40		74	160	0
Welder / Torch	No	40		74	160	0
Welder / Torch	No	40		74	160	0
Concrete Mixer Truck	No	40		78.8	160	0
Paver	No	50		77.2	160	0
Roller	No	20		80	160	0
Roller	No	20		80	160	0
Paver	No	50		77.2	160	0
Pumps	No	50		80.9	160	0

### Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	70.4	62.5

Front End Loader	69	<b>65</b>
Generator	70.5	<b>67.5</b>
Front End Loader	69	<b>65</b>
Backhoe	67.5	<b>63.5</b>
Backhoe	67.5	<b>63.5</b>
Welder / Torch	63.9	<b>59.9</b>
Welder / Torch	63.9	<b>59.9</b>
Welder / Torch	63.9	<b>59.9</b>
Concrete Mixer Truck	68.7	<b>64.7</b>
Paver	67.1	<b>64.1</b>
Roller	69.9	<b>62.9</b>
Roller	69.9	<b>62.9</b>
Paver	67.1	<b>64.1</b>
Pumps	70.8	<b>67.8</b>
Total	70.8	<b>75.9</b>

\*Calculated Lmax is the Loudest value.

---

Federal Highway Administration Roadway Traffic Noise Model Outputs – Project Traffic Noise

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 2020-090  
Project Name: Hampton Inn & Suites Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
Source of Traffic Volumes: VRPA 2020  
Community Noise Descriptor: L<sub>dn</sub>: CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

														Traffic Volumes				
Analysis Condition	Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist	Day	Eve	Night	
							Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour								
									70 CNEL	65 CNEL	60 CNEL	55 CNEL						
Existing																		
SR 198																		
South of Old Three Rivers Rd.		2	0	5,153	45	0.5	1.8%	0.7%	58.4	-	36	78	167	100	4,003	654	495	
Between Old Three River Rd. & Project Driveway		2	0	5,202	45	0.5	1.8%	0.7%	58.4	-	36	78	168	100	4,042	661	499	
North of Project Driveway		2	0	5,211	45	0.5	1.8%	0.7%	58.4	-	36	78	169	100	4,049	662	500	
Old Three Rivers Rd.																		
East of SR 198		2	0	558	45	0.5	1.8%	0.7%	48.7	-	-	-	38	100	434	71	54	

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 2020-090  
Project Name: Hampton Inn & Suites Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
Source of Traffic Volumes: VRPA 2020  
Community Noise Descriptor: L<sub>dn</sub>: CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

														Traffic Volumes				
Analysis Condition	Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist	Day	Eve	Night	
							Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour								
									70 CNEL	65 CNEL	60 CNEL	55 CNEL						
Existing + Project																		
SR 198																		
South of Old Three Rivers Rd.		2	0	5,481	45	0.5	1.8%	0.7%	58.6	-	38	81	174	100	4,259	696	526	
Between Old Three River Rd. & Project Driveway		2	0	5,337	45	0.5	1.8%	0.7%	58.5	-	37	79	171	100	4,147	678	512	
North of Project Driveway		2	0	5,270	45	0.5	1.8%	0.7%	58.4	-	37	79	170	100	4,094	669	506	
Old Three Rivers Rd.																		
East of SR 198		2	0	558	45	0.5	1.8%	0.7%	48.7	-	-	-	38	100	434	71	54	

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 2020-090  
Project Name: Hampton Inn & Suites Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
Source of Traffic Volumes: VRPA 2020  
Community Noise Descriptor: L<sub>dn</sub>: CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

														Traffic Volumes				
Analysis Condition	Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist	Day	Eve	Night	
							Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour								
									70 CNEL	65 CNEL	60 CNEL	55 CNEL						
Buildout NO Project																		
SR 198																		
South of Old Three Rivers Rd.		2	0	7,295	45	0.5	1.8%	0.7%	59.9	-	45	98	211	100	5,668	926	700	
Between Old Three River Rd. & Project Driveway		2	0	6,894	45	0.5	1.8%	0.7%	59.6	-	44	94	203	100	5,357	876	662	
North of Project Driveway		2	0	7,448	45	0.5	1.8%	0.7%	60.0	-	46	99	214	100	5,787	946	715	
Old Three Rivers Rd.																		
East of SR 198		2	0	1,899	45	0.5	1.8%	0.7%	54.0	-	-	40	86	100	1,476	241	182	

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 2020-090  
Project Name: Hampton Inn & Suites Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
Source of Traffic Volumes: VRPA 2020  
Community Noise Descriptor: L<sub>dn</sub>: CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

														Traffic Volumes				
Analysis Condition	Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist	Day	Eve	Night	
							Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour								
								70 CNEL	65 CNEL	60 CNEL	55 CNEL							
Buildout with Project																		
SR 198																		
South of Old Three Rivers Rd.		2	0	7,614	45	0.5	1.8%	0.7%	60.0	-	47	101	217	100	5,916	967	731	
Between Old Three River Rd. & Project Driveway		2	0	7,124	45	0.5	1.8%	0.7%	59.8	-	45	96	208	100	5,535	905	684	
North of Project Driveway		2	0	7,511	45	0.5	1.8%	0.7%	60.0	-	46	100	215	100	5,836	954	721	
Old Three Rivers Rd.																		
East of SR 198		2	0	1,899	45	0.5	1.8%	0.7%	54.0	-	-	40	86	100	1,476	241	182	

# Attachment “E”

## Traffic

# Three Rivers Hampton Inn & Suites

## Traffic Impact Study Report June 2020

**Prepared by:**

VRPA Technologies, Inc.  
4630 W. Jennifer, Suite 105  
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Project Manager: Jason Ellard



## Three Rivers Hampton Inn & Suites Traffic Impact Study

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## Executive Summary

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Three Rivers Hampton Inn & Suites Development (Project). The Project seeks to develop a 105-room hotel to be located off of State Route (SR) 198 (Sierra Drive), approximately 1,100 feet north of Old 3 Rivers Road in the Three Rivers Community.

Three Rivers is located in the Kaweah River canyon, just above Lake Kaweah, approximately 28 miles east of the City of Visalia. Three Rivers' name comes from its location near the junction of the North, Middle, and South Forks of the Kaweah River. The surrounding terrain is marked by oak woodland forest and foothills. Three Rivers is located in the northern portion of Tulare County at an elevation of 825 feet above sea level with a total area of 45.4 square miles. Three Rivers is the gateway town for the Ash Mountain Main Entrance to Sequoia-Kings Canyon National Park, home of the Giant Sequoia trees.

### IMPACTS

#### Intersections

Table E-1 shows the anticipated level of service conditions at study intersections for the Existing through the Cumulative Year 2042 Plus Project scenarios. Results of the analysis show that levels of service at the SR 198 (Sierra Drive) and Project Driveway and SR 198 (Sierra Drive) and Old 3 Rivers Road intersections will not exceed target LOS 'D' for all the study scenarios. Therefore, no mitigation measures are required to achieve acceptable levels of service. It should be noted that the Project Driveway along SR 198 (Sierra Drive) must meet Tulare County and Caltrans standards.

**Table E-1**  
**Intersection Operations**

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR		EXISTING		EXISTING PLUS PROJECT		NEAR-TERM PLUS PROJECT		CUMULATIVE YEAR 2042 WITHOUT PROJECT		CUMULATIVE YEAR 2042 PLUS PROJECT	
					DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1. SR 198 (Sierra Drive) / Project Driveway	One-Way Stop Sign	D	Saturday	Midday	11.2	B	13.1	B	13.8	B	13.0	B	16.5	C
				PM	9.8	A	16.0	C	17.8	C	10.5	B	22.4	C
			Sunday	Midday	12.9	B	12.9	B	13.7	B	15.6	C	15.4	C
				PM	11.1	B	13.5	B	14.5	B	11.8	B	14.6	B
2. SR 198 (Sierra Drive) / Old 3 Rivers Road	One-Way Stop Sign	D	Saturday	Midday	14.3	B	15.0	C	20.5	C	22.8	C	24.8	C
				PM	13.5	B	14.0	B	27.6	D	31.1	D	33.9	D
			Sunday	Midday	14.8	B	15.4	C	18.1	C	21.2	C	22.4	C
				PM	12.3	B	12.7	B	18.1	C	18.9	C	19.9	C

DELAY is measured in seconds

LOS = Level of Service

For one-way controlled intersections, delay results show the delay for the worst movement.

### CEQA Environmental Checklist

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. Implementation of the Project result in a significant impact if it would:

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

**Less Than Significant** - An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, Tulare County RMA and Caltrans adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. Tulare County's 2030 General Plan, policy number TC-1.16, identifies a minimum LOS standard of "D" on the County roadway system (both segments and intersections). Caltrans' SR-198 Transportation Concept Report (TCR) identifies the 2040 concept as LOS "D".

Results of the analysis show that the proposed Project will not exceed the minimum LOS standard of "D" as shown in Tables 2-1 and 3-2.

The Project does not conflict with any applicable adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Tulare County Area Transit (TCaT) Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. Implementation of the Project will not hinder the operation of Route 30 in the Three Rivers Community.

Caltrans' SR 198 TCR indicated that bicycles are permitted along the SR 198 corridor in the Three Rivers Community. The proposed Project will not prohibit the use of bicycles along SR 198. The SR 198 TCR also indicates that pedestrian facilities are nonexistent in the Three Rivers community. The Project will comply with Tulare County General Plan goals, which include Bicycle/Pedestrian Trail System (TC-5.1) and Consideration of Non-Motorized Modes in Planning and Development (TC-5.2).

Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, no mitigation is needed.

- ✓ Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

**Less Than Significant Impact** - In the fall of 2013, Senate Bill 743 (SB 743) was passed by the

legislature and signed into law by the governor. For California, this legislation will eventually change the way that transportation studies are conducted for environmental documents. Delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as vehicle miles travelled (VMT) or other similar measures will be used.

July 1, 2020 is the statewide implementation date and agencies may opt-in use of new metrics prior to that date. Therefore, the traffic analysis currently follows current practice regarding state and local guidance as of the date of preparation.

Tourism is the largest and most important industry in the Three Rivers area, as the town is situated near Sequoia National Forest, which receives over 1.2 million annual visitors, and Kings Canyon National Park, which receives nearly 700,000 annual visitors. The industries and businesses surrounding Three Rivers are almost all related to visitors passing through, en route to the Sequoia National Forest and Kings Canyon National Park. The Three Rivers Community and surrounding area features a multitude of boutique lodging facilities, restaurants, and small retail shops to support the area's small population and transient travelers.

The Feasibility Study prepared for the Project forecasts an unaccommodated demand equivalent to 7.3% of the base-year demand, resulting from the analysis of monthly and weekly peak demand and sell-out trends. Unaccommodated demand refers to individuals who are unable to secure accommodations in the market because all the local hotels are filled. These travelers must settle for less desirable accommodations or stay in properties located outside the market area. Seeking accommodations outside of the desired market area increases VMT since travelers would be forced to travel longer distances to secure accommodations. The development of the Project would reduce the unaccommodated demand, thus reducing VMT in the market area. Therefore, no mitigation is needed.

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

**Less Than Significant Impact** - The Project would not result in hazards due to design features, since all proposed improvements (Project Driveway) would be built to County design standards. Access to the proposed Project will be provided at one (1) driveway along SR 198 (Sierra Drive), which is an existing driveway within Tulare County jurisdiction. Internal traffic and parking operations will be designed in accordance with Tulare County design standards. The proposed Project seeks to utilize a plot of relatively undeveloped land for a hotel with approximately 105 rooms in a rural area surrounded by rural/agricultural residences. The Project would not increase the use of farm equipment on streets and roads in the Three Rivers Community. As a result, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, no mitigation is needed.

- ✓ Result in inadequate emergency access?

***Less Than Significant Impact*** - The Project would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet Tulare County's and Caltrans' LOS "D" criteria through the year 2042. As a result, the Project will not result in inadequate emergency access. Therefore, no mitigation is needed.

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# 1.0 Introduction

## 1.1 Description of the Region/Project

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Three Rivers Hampton Inn & Suites Development (Project). The Project seeks to develop a 105-room hotel to be located off of State Route (SR) 198 (Sierra Drive), approximately 1,100 feet north of Old 3 Rivers Road in the Three Rivers Community.

Three Rivers is located in the Kaweah River canyon, just above Lake Kaweah, approximately 28 miles east of the City of Visalia as shown in Figure 1-1. Three Rivers' name comes from its location near the junction of the North, Middle, and South Forks of the Kaweah River. The surrounding terrain is marked by oak woodland forest and foothills. Three Rivers is located in the northern portion of Tulare County at an elevation of 825 feet above sea level with a total area of 45.4 square miles. Three Rivers is the gateway town for the Ash Mountain Main Entrance to Sequoia-Kings Canyon National Park, home of the Giant Sequoia trees.

### 1.1.1 Project Access

The Project will have one (1) driveway along SR 198, approximately 1,100 feet to the north of Old 3 Rivers Road.

### 1.1.2 Study Area

The Project location is shown in Figure 1-2 and the Project site plan is provided in Appendix A. The following intersections analyzed in this TIS are shown in Figure 1-2 and include:

#### Intersections

- ✓ SR 198 (Sierra Drive) and Project Driveway
- ✓ SR 198 (Sierra Drive) and Old 3 Rivers Road

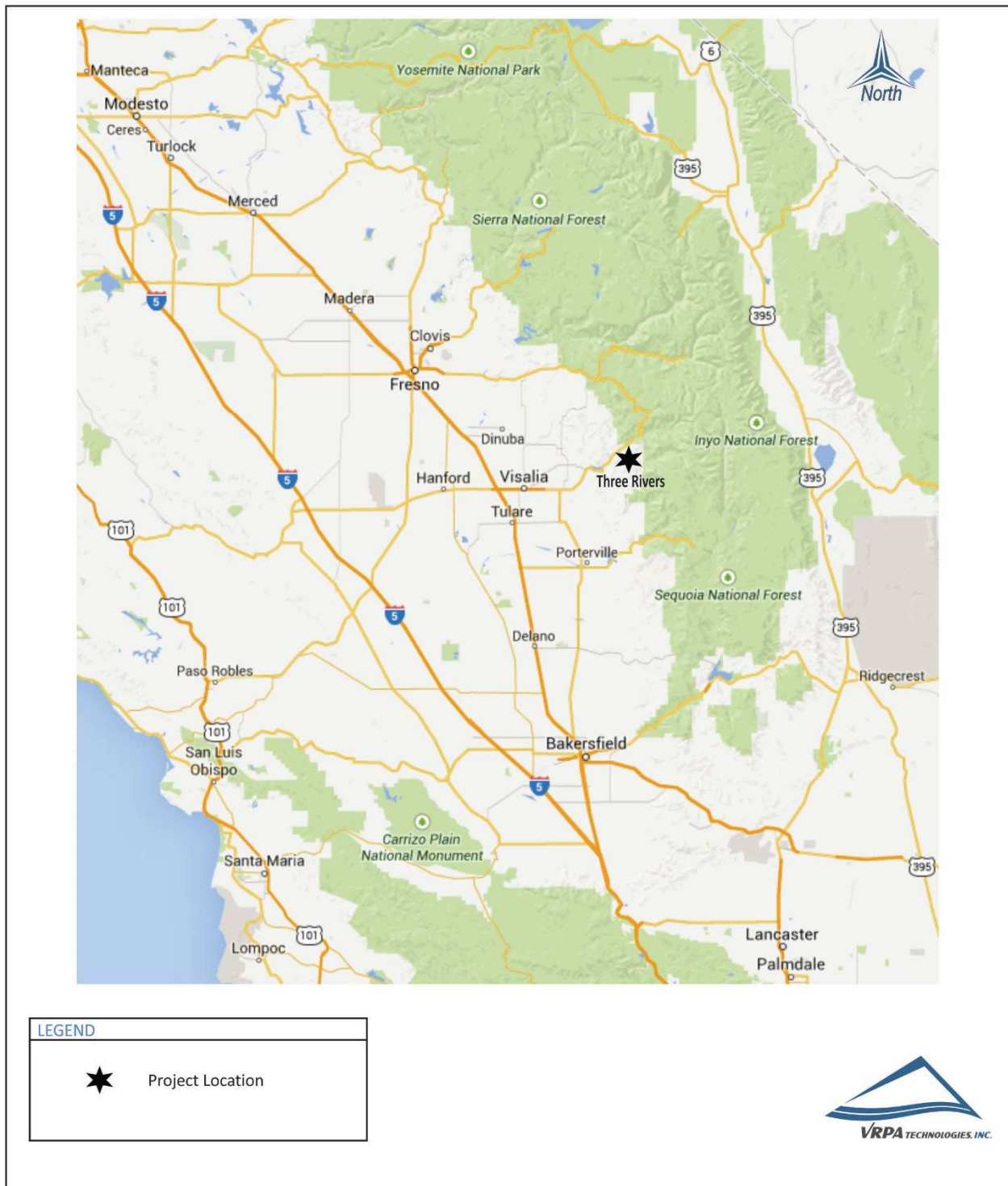
### 1.1.3 Study Scenarios

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

- ✓ Existing
- ✓ Existing Plus Project
- ✓ Near-Term Plus Project
- ✓ Cumulative Year 2042 Without Project
- ✓ Cumulative Year 2042 Plus Project

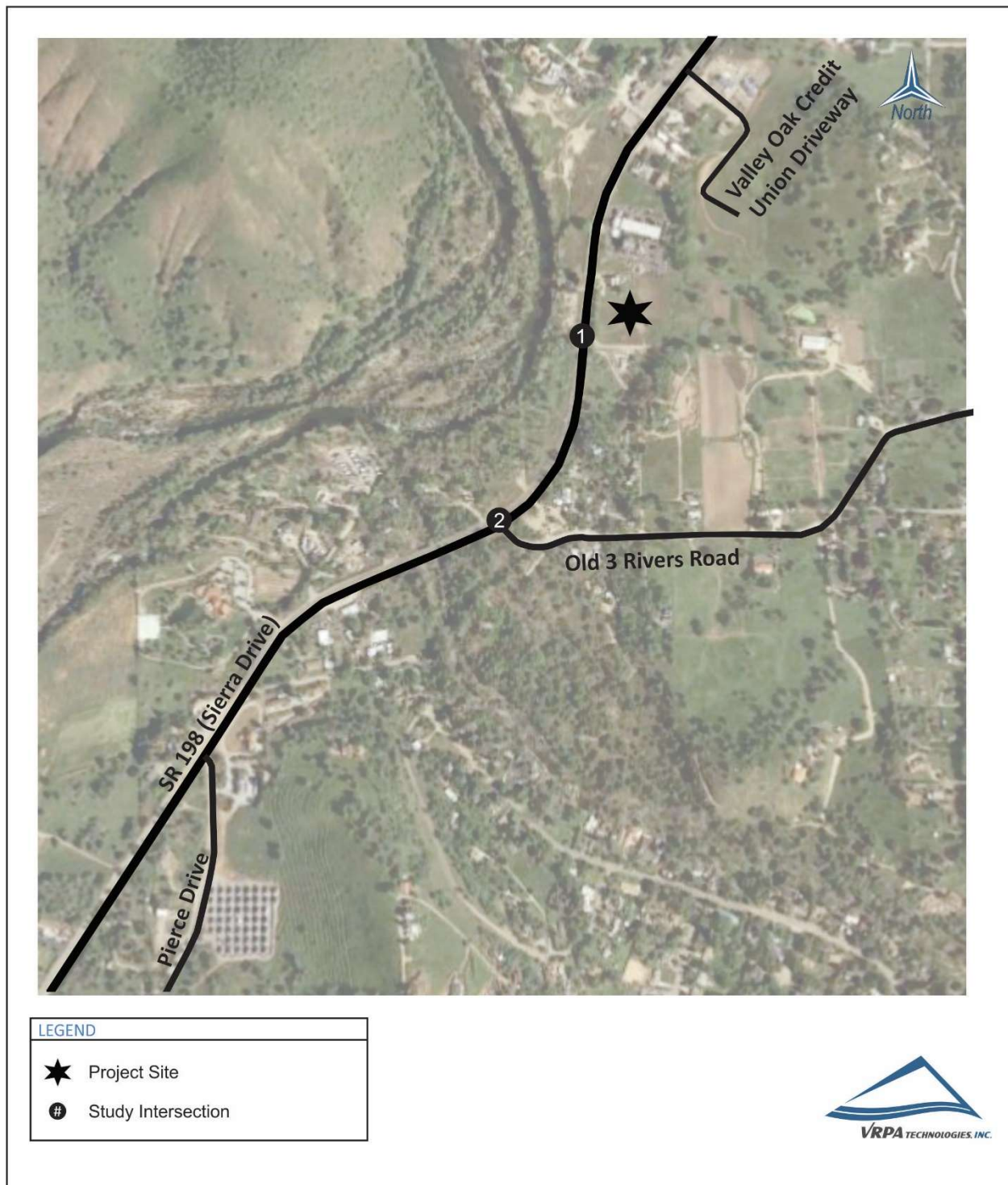
## Three Rivers Hampton Inn & Suites Regional Location

Figure  
1-1



**Three Rivers Hampton Inn & Suites**  
**Project Location**

**Figure**  
**1-2**



## 1.2 Methodology

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

### 1.2.1 Intersection Analysis

Intersection LOS analysis was conducted using the Synchro 10 software program. Synchro 10 supports the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition methodologies and is an acceptable program by Tulare County and Caltrans staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections. The existing study intersections are currently unsignalized.

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

Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The California Manual on Uniform Traffic Control Devices (California MUTCD) introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The California MUTCD Peak Hour Warrant (Warrant 3) will be used, as necessary, to determine if a traffic signal is warranted at the unsignalized intersection that falls below current LOS standards.

## 1.3 Policies to Maintain Level of Service

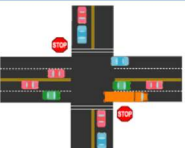
An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, Tulare County and Caltrans adopt minimum levels of service in an attempt to control congestion that may result as new development occurs.

Tulare County's 2030 General Plan, policy number TC-1.16, identifies a minimum LOS standard of D on the County roadway system (both segments and intersections).

Based on guidance from Caltrans, the LOS for operating State highway facilities is based on Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadways segments, and intersections is “D”. For undeveloped or not densely developed locations, the goal may be to achieve LOS “C”.

Given the LOS standards of the various agencies in the Project area, the goal of the Project is to provide LOS results that meet the minimum LOS “C” for Caltrans facilities and LOS “D” for County facilities for all intersections and segments. However, due to the location of the Kaweah River and topographical challenges, Caltrans’ SR-198 Transportation Concept Report (TCR) identifies the 2040 concept as LOS “D”. This target level of service is consistent with the Tulare County General Plan minimum LOS standard of “D”. Caltrans District 6 staff confirmed by email on September 6, 2016 that “reference to the 2040 concept with a LOS D means that Caltrans will accept LOS “D” on this segment of SR 198 in 2040”. This TIS, therefore, will utilize a minimum LOS standard of “D” for the County and Caltrans on SR 198 in the Three Rivers Urban Development Boundary (UDB).

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

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

## 2.0 Existing Conditions

### 2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Typically, existing peak hour counts are collected in the study area for purposes of evaluating existing conditions. However, the present COVID-19 pandemic has altered travel patterns in the State of California, especially with the closure of the Sequoia-Kings Canyon National Park. As a result, existing traffic counts would be skewed and wouldn't reflect typical travel patterns in the study area. 2018 Traffic counts in the study area were used to evaluate existing traffic conditions in this traffic analysis. Intersection turning movement counts conducted for the Saturday and Sunday peak hour periods on February 3, 2018 and February 4, 2018, were used and are provided in Appendix B.

Due to the Project's proximity to Sequoia National Park, a seasonal adjustment factor was applied to the traffic counts as described above. The region sees significantly larger volumes of traffic during the summer months due to tourists/visitors of Sequoia National Park. In consultation with Caltrans staff, a seasonal growth factor of 1.76 was applied to the existing traffic counts to account for the increase in traffic in Three Rivers during the summer months. In addition, a growth rate of 1.3% per year was applied to the counts to estimate Year 2020 traffic volumes in the study area. Historical growth in Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update.

### 2.2 Existing Functional Roadway Classification System

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

The following are general descriptions of the roadway types shown in the Three Rivers Community:

- ✓ **State Freeways and Highways** – There is one state facility serving the Three Rivers Community Area, State Highway 198. The segment of State Highway 198 (Sierra Drive), which passes through the Planning Area, is classified as a principal arterial.
- ✓ **Collectors** – Five (5) roads within the Three Rivers Community area are currently designated as county collector roads. Those roads include, North Fork Drive, Dinely Drive, Kaweah Drive, South Fork Drive, Mineral King Road. The primary function of collector roads is to collect and distribute traffic between local streets and the arterial roadway system. They generally provide access and movement between residential, commercial, and industrial areas.

- ✓ **Local Streets** – Roadways which provide access to individual homes and businesses. Local streets have one lane in each direction. Local streets connect single family homes and other uses to the arterial-collector network. All of the roadways in the Three Rivers Community that are not listed above would be classified as local streets.

## 2.3 Affected Streets and Highways

Major street and highway intersections and segments in the Three Rivers Community were analyzed to determine levels of service utilizing HCM-based methodologies described previously. The study intersections and street and highway segments included in this TIS are listed below.

### Intersections

- ✓ SR 198 (Sierra Drive) and Project Driveway
- ✓ SR 198 (Sierra Drive) and Old 3 Rivers Road

The existing lane geometry at study area intersections are shown in Figure 2-1. Existing study intersections are currently unsignalized. Figure 2-2 shows existing traffic volumes for the Saturday and Sunday Midday and PM peak hours in the study area.

## 2.4 Level of Service

### 2.4.1 Intersection Capacity Analysis

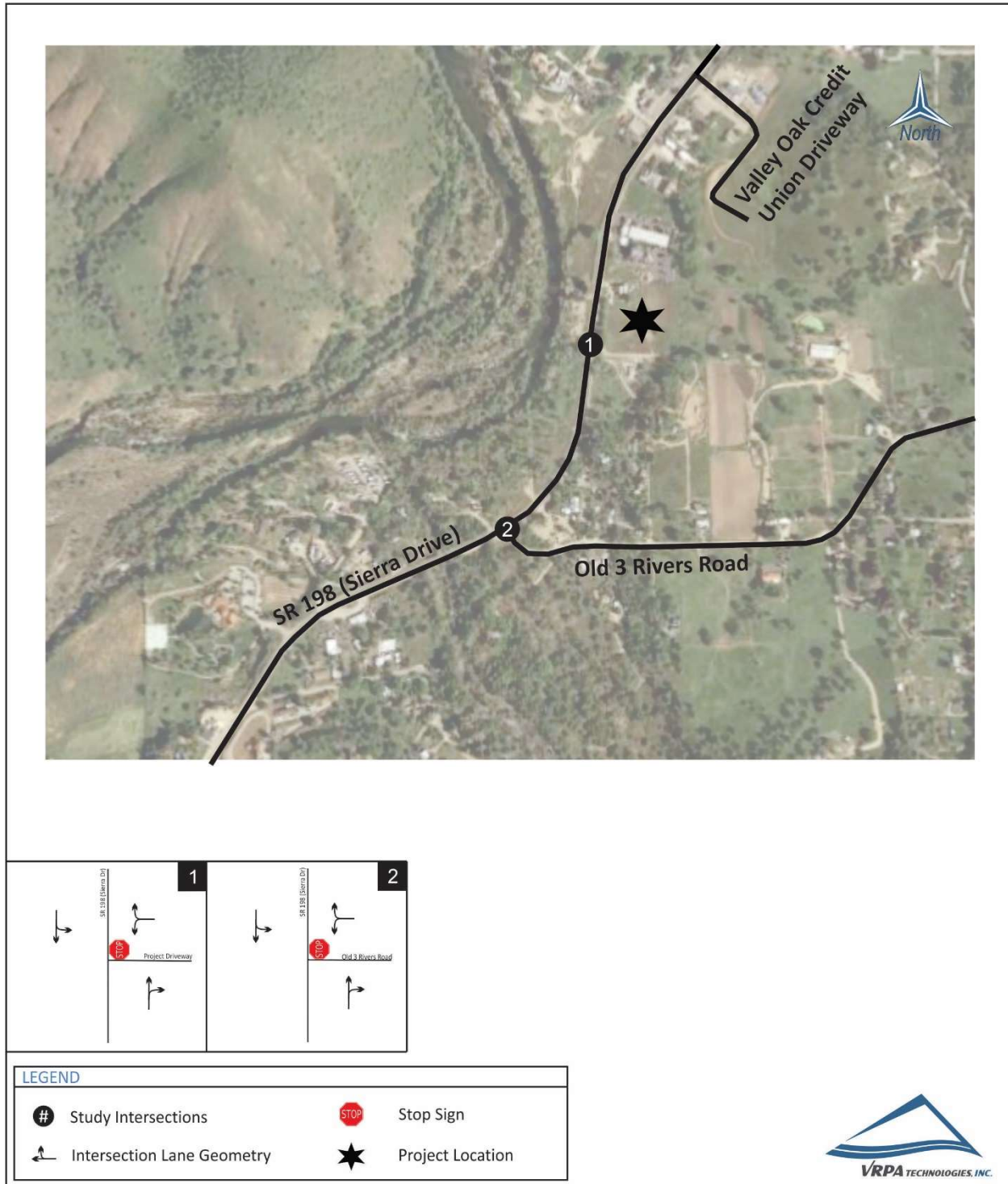
All intersection LOS analyses were estimated using the Synchro 10 software program. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc.) were input into the Synchro 10 software program in order to accurately determine the travel delay and LOS for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

- ✓ **Traffic Conditions**
  - The peak hour factor (PHF) used for Existing, Existing Plus Project, and Near-Term Plus Project conditions was determined from the existing counts. The HCM peak hour default value of 0.92 was used for the Cumulative Year 2042 scenarios unless the existing PHF is above 0.92.
  - Heavy vehicle percentages were applied as follows and are based on the HCM default, traffic counts, or Caltrans' parameters:
    - State Highway 198 – 9% (Caltrans' TCR shows 9% truck trips in the study area except between Mineral King Road and Sequoia Park, which is 6%)
    - All other roadways – 3%

Results of the analysis show that all of the study intersections are currently operating at acceptable levels of service during the Saturday and Sunday peak hours. Table 2-1 shows the intersection LOS for the existing conditions. Synchro 10 (HCM 6<sup>th</sup> Edition) Worksheets are provided in Appendix C.

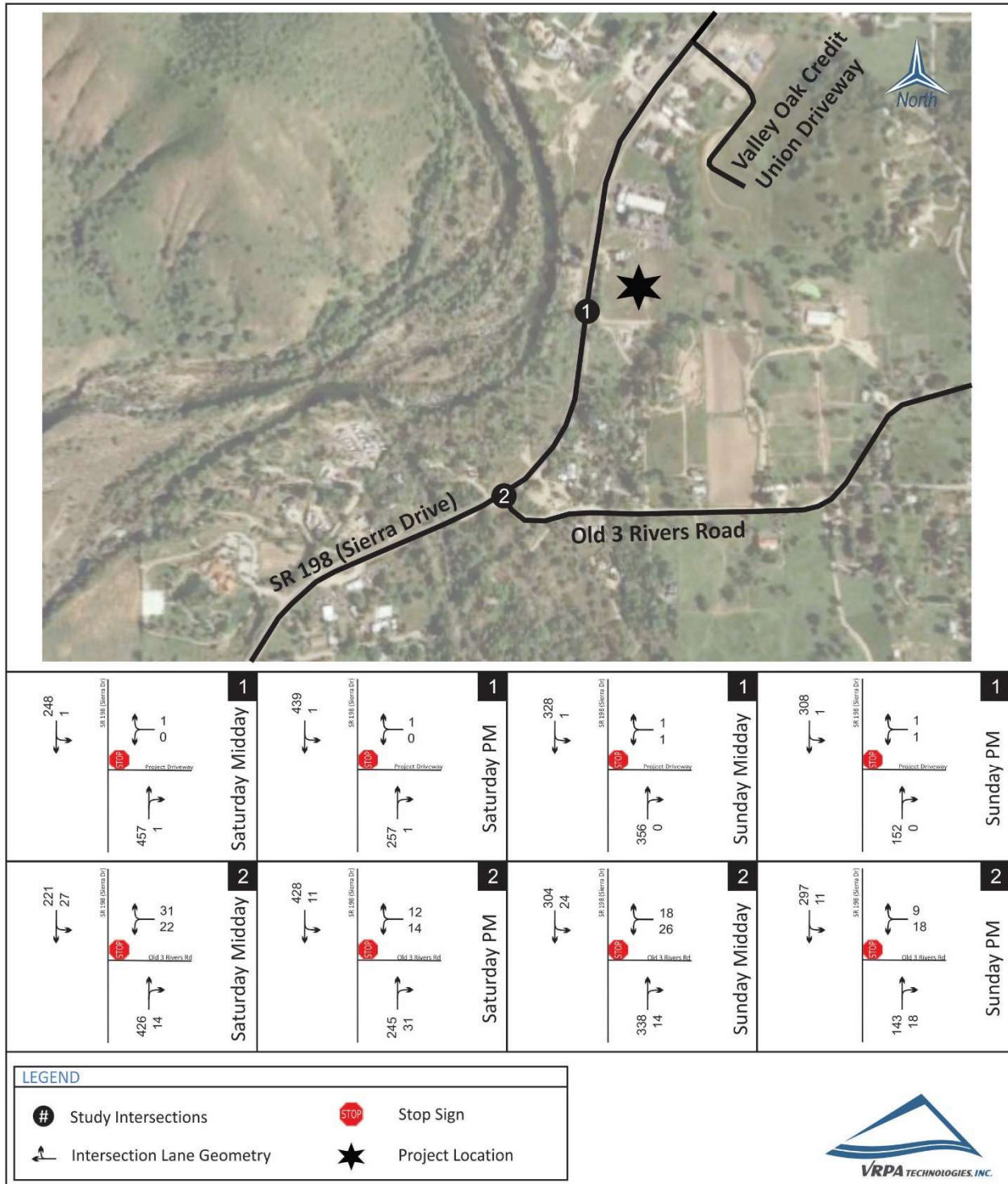
**Three Rivers Hampton Inn & Suites**  
**Existing Lane Geometry**

**Figure**  
**2-1**



**Three Rivers Hampton Inn & Suites**  
**Existing Peak Hour Traffic**

**Figure**  
**2-2**



## 2.4.2 Queuing Analysis

Table 2-2 provides a queue length summary for study intersections for the Existing scenario. Traffic queue lengths at an intersection or along a roadway segment assist in the determination of a roadways overall performance. Excessive queuing at an intersection increases vehicle delay and reduces capacity. The queuing analyses is based upon methodology presented in Chapter 400 of Caltrans' Highway Design Manual (HDM), which is included in Appendix D. The queue results shown in Table 2-2 represent the approximate queue lengths for the respective lane movements.

**Table 2-1**  
**Existing Intersection Operations**

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR		EXISTING	
					DELAY	LOS
1. SR 198 (Sierra Drive) / Project Driveway	One-Way Stop Sign	D	Saturday	Midday	11.2	B
				PM	9.8	A
			Sunday	Midday	12.9	B
				PM	11.1	B
2. SR 198 (Sierra Drive) / Old 3 Rivers Road	One-Way Stop Sign	D	Saturday	Midday	14.3	B
				PM	13.5	B
			Sunday	Midday	14.8	B
				PM	12.3	B

DELAY is measured in seconds

LOS = Level of Service

For one-way controlled intersections, delay results show the delay for the worst movement.

**Table 2-2**  
**Existing Queuing Operations**

INTERSECTION	EXISTING QUEUE STORAGE LENGTH (ft)		EXISTING CONDITIONS			
			SATURDAY		SUNDAY	
			MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue
1. SR 198 (Sierra Drive) / Project Driveway	WB Approach	--	1	1	2	2
2. SR 198 (Sierra Drive) / Old 3 Rivers Road	WB Approach	325	44	22	37	23

Queue is measured in feet

## 2.5 Public Transit and Active Transport Systems

While the private automobile is the dominant mode of travel within Three Rivers, as it is throughout Tulare County, other modes of transportation are important. Data available from the American Community Survey (ACS) indicates that the average commute time for Three Rivers Community residents is about 23 minutes. About two-third of commuters drive alone to work, while one-third use other means: 21 percent carpool or vanpool, 1 percent walked, and 13 percent worked at home.<sup>1</sup> The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips but tend to be less concentrated in peak traffic periods. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips.

While congestion is not a major issue in the Three Rivers Community, overreliance on automobiles creates other costs for both society and households and means that many in the community who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycles and walking. The public transit system alternative for Three Rivers is a fixed route public transit system.

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. While the numbers of cyclists are

<sup>1</sup> Source: US Census American Community Survey, via [datausa.io/profile/geo/three-rivers-ca/](https://datausa.io/profile/geo/three-rivers-ca/)

small in comparison to the amount of auto traffic, the size of the Three Rivers Community means that most trips within the community can be comparable to using an automobile. Caltrans' SR-198 Transportation Concept Report, dated June 2016, indicates that bike use is permitted along SR-198 throughout the Three Rivers Community. However, it should be noted that roadway shoulders along SR-198 are generally between 4 - 8 feet.

Tulare County Area Transit (TCaT) Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. At the Visalia Transit Center, transfers can be made to connect to remainder of Visalia, as well as the City of Tulare, and the smaller cities and communities in the County served by the TCaT fixed route transit system. Visalia transit vehicles are wheelchair accessible and all full-size buses include bike racks.

The Sequoia Shuttle, which operates from May to September, offers approximately five (5) daily trips to the Sequoia National Park. The shuttle departs from various convenient locations throughout Visalia, Exeter, and Three Rivers, Ca.

## 3.0 Traffic Impacts

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

### 3.1 Trip Generation

To assess the impacts that the Project may have on the surrounding street and highway segments and intersections, the first step is to determine Project trip generation. Project trip generation was determined using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Trips associated with the Project were derived from the Hotel (310) Land Use in the ITE Trip Generation Manual.

The considerations described above led to the recommended trip generation for both Saturday and Sunday Midday and PM peak hours shown in Table 3-1. The peak hour trips for Saturday and Sunday identified in Table 3-1 below were applied to the Midday and PM peak hour time periods.

**Table 3-1**  
**Project Trip Generation**

LAND USE	Quantity	SATURDAY DAILY TRIP ENDS	(ADT)	SATURDAY PEAK HOUR OF GENERATOR					SUNDAY DAILY TRIP ENDS	(ADT)	SUNDAY PEAK HOUR OF GENERATOR				
		RATE	VOLUME	RATE	IN:OUT SPLIT	VOLUME			RATE	VOLUME	RATE	IN:OUT SPLIT	VOLUME		
						IN	OUT	TOTAL					IN	OUT	TOTAL
Hotel (310)	105 Rooms	8.19	860	0.72	56:44	43	33	76	5.95	625	0.56	46:54	27	32	59
<b>TOTAL TRIP GENERATION</b>			<b>860</b>			<b>43</b>	<b>33</b>	<b>76</b>		<b>625</b>			<b>27</b>	<b>32</b>	<b>59</b>

Source: Generation factors from ITE Trip Generation Manual, 10th Edition.  
Trip ends are one-way traffic movements, entering or leaving.  
The numbers in parenthesis are ITE land use codes.

### 3.2 Trip Distribution

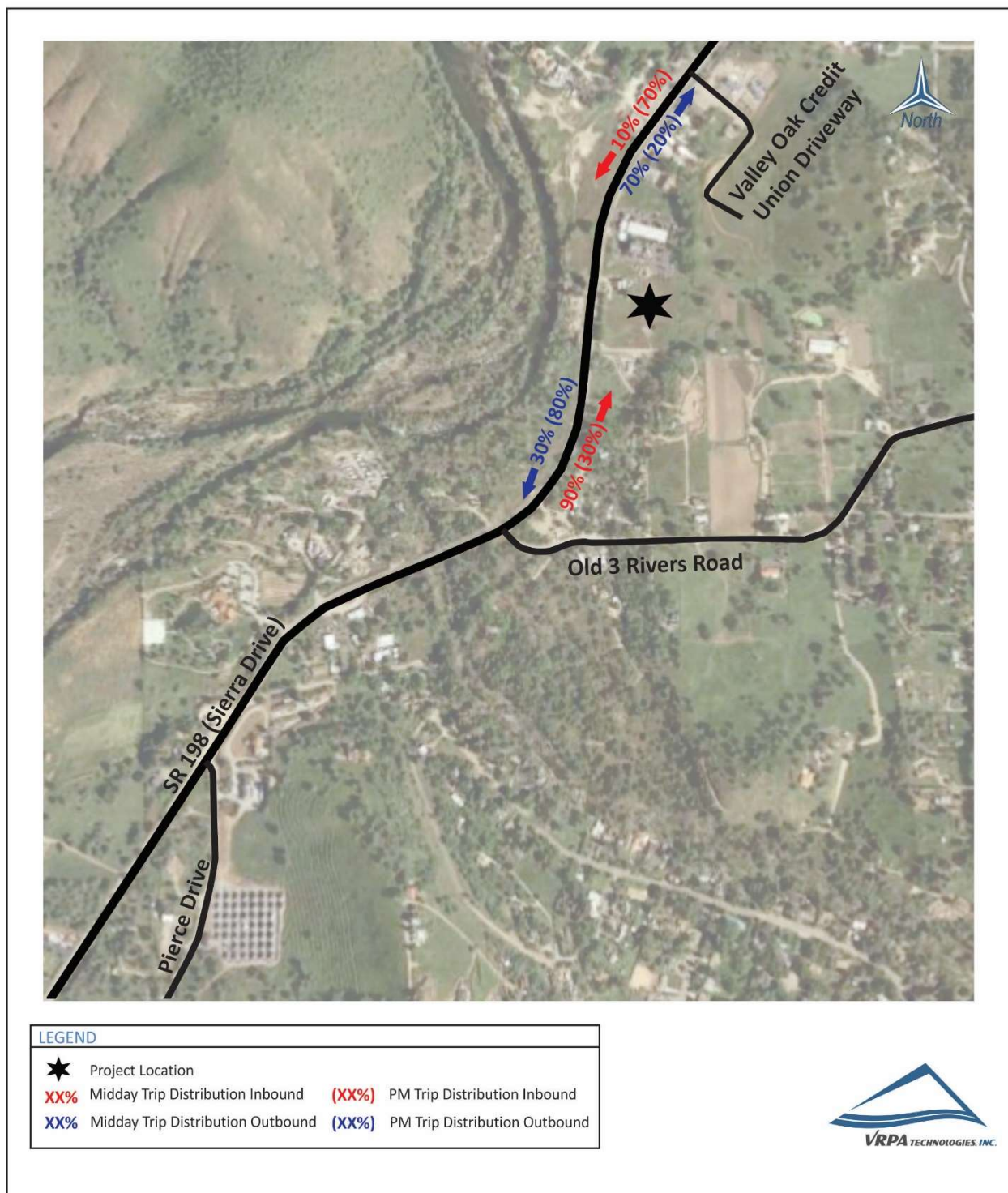
Project trip distribution is shown in Figure 3-1 and is based upon engineering judgement, prevailing traffic patterns in the study area, complementary land uses, major routes, population centers, and a review of data available in the Tulare County General Plan. The Project will have one (1) driveway along SR 198 (Sierra Drive), approximately 1,100 feet to the north of Old 3 Rivers Road.

### 3.3 Project Traffic

Project traffic as shown in Table 3-1 was distributed to the roadway system using the trip distribution percentages shown in Figure 3-1. A graphical representation of the resulting noon and PM peak hour Project trips used is shown in Figure 3-2.

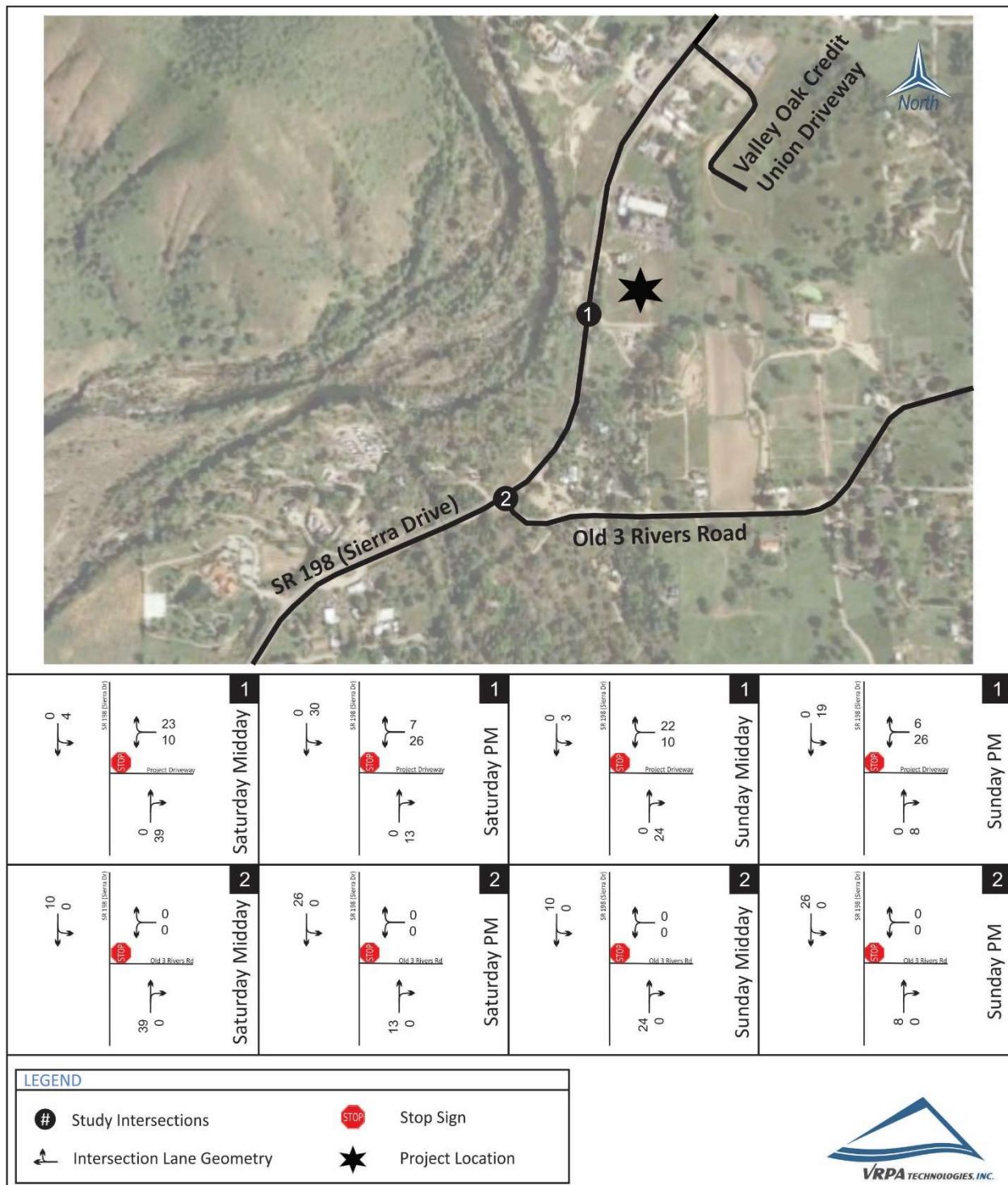
**Three Rivers Hampton Inn & Suites**  
**Project Trip Distribution**

**Figure**  
**3-1**



**Three Rivers Hampton Inn & Suites**  
**Peak Hour Project Traffic**

**Figure**  
**3-2**



### 3.4 Existing Plus Project Traffic Conditions

An Existing Plus Project Scenario was analyzed to include existing traffic plus traffic generated by development of the Project. The resulting traffic is shown in Figure 3-3.

### 3.5 Approved/Pending Project Traffic

Traffic impact analyses typically require the analysis of approved or pending developments that have not yet been built in the vicinity of the Project in addition to the proposed Project. The approved or pending developments identified for use in this traffic analysis included a proposed 200-room hotel located along Old 3 Rivers Road, approximately 700 feet to the east of SR 198 (Sierra Drive). Trip generation and distribution information for the development was based on information found in its corresponding TIS report. Trip generation and distribution information is provided in Appendix D. The peak hour trips for the approved or pending project traffic was applied to the Near-Term and Cumulative Year 2042 traffic conditions discussed later in the report.

### 3.6 Near-Term Plus Project Traffic Conditions

Traffic conditions with the Project in the Year 2022 were estimated by applying a growth rate of 1.3% per year to the existing traffic volumes. Historical growth in Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update. In consultation with Tulare County RMA and Caltrans staff it was determined that a growth rate of 1.3% was consistent with the overall growth in the study area and should be used to evaluate Near-Term conditions. The resulting traffic is shown in Figure 3-4.

### 3.7 Cumulative Year 2042 Without Project Traffic Conditions

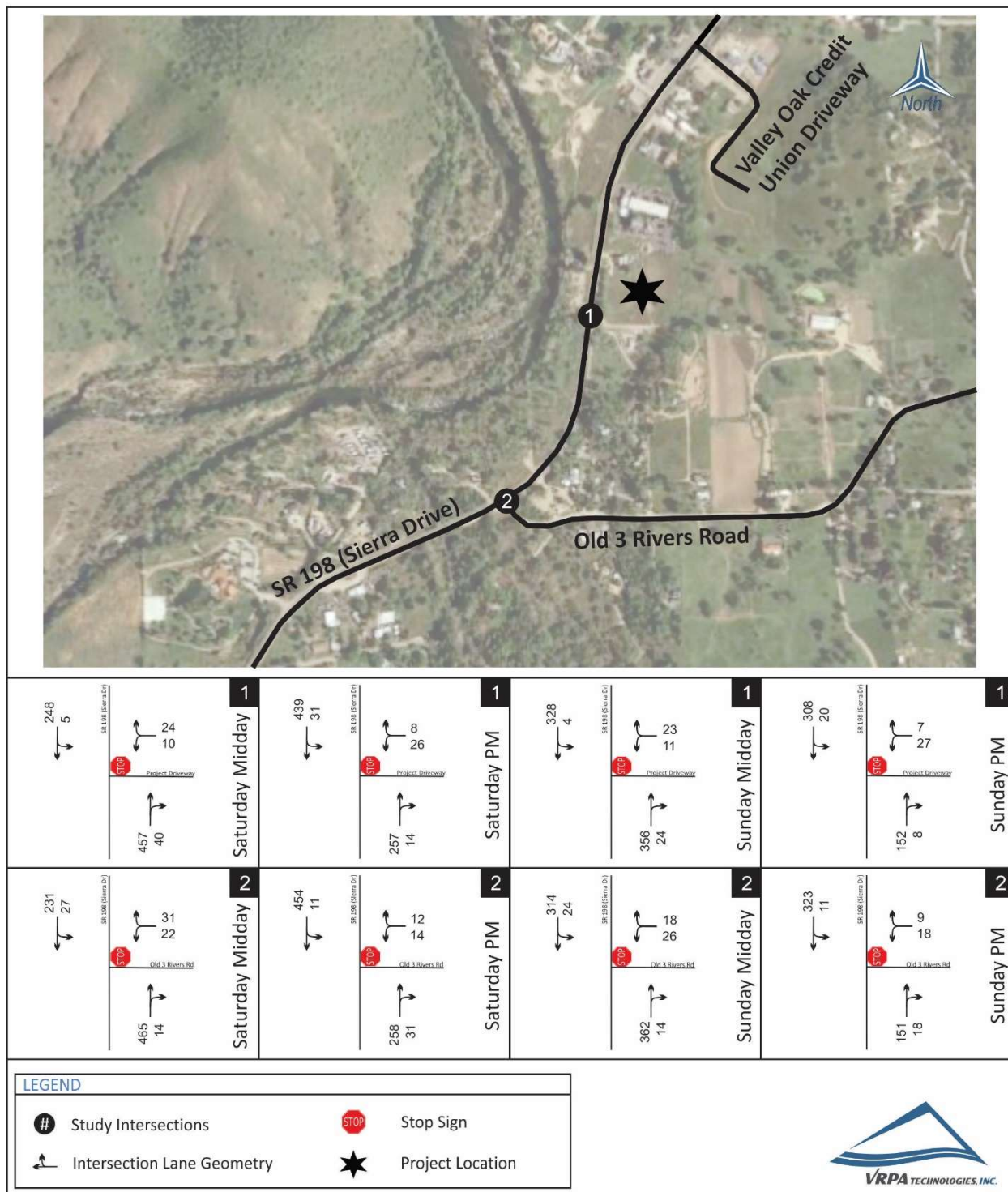
The impacts of the Project were analyzed considering future traffic conditions in the year 2042. The levels of traffic expected in 2042 relate to the cumulative effect of traffic increases resulting from the implementation of the General Plans of local agencies, including Tulare County. Traffic conditions without the Project in the Year 2042 were estimated by applying a 1.3% per year growth factor to existing roadway segment volumes in the study area (ambient growth). The resulting traffic volumes were compared and evaluated against cumulative development in the area and adjusted as necessary. The resulting traffic is shown in Figure 3-5.

### 3.8 Cumulative Year 2042 Plus Project Traffic Conditions

The addition of Project trips, as shown in Figure 3-2 (Section 3.3), were added to Cumulative Year 2042 Without Project traffic volumes. This leads to the Cumulative Year 2042 Plus Project Peak Hour Traffic Volumes shown in Figure 3-6.

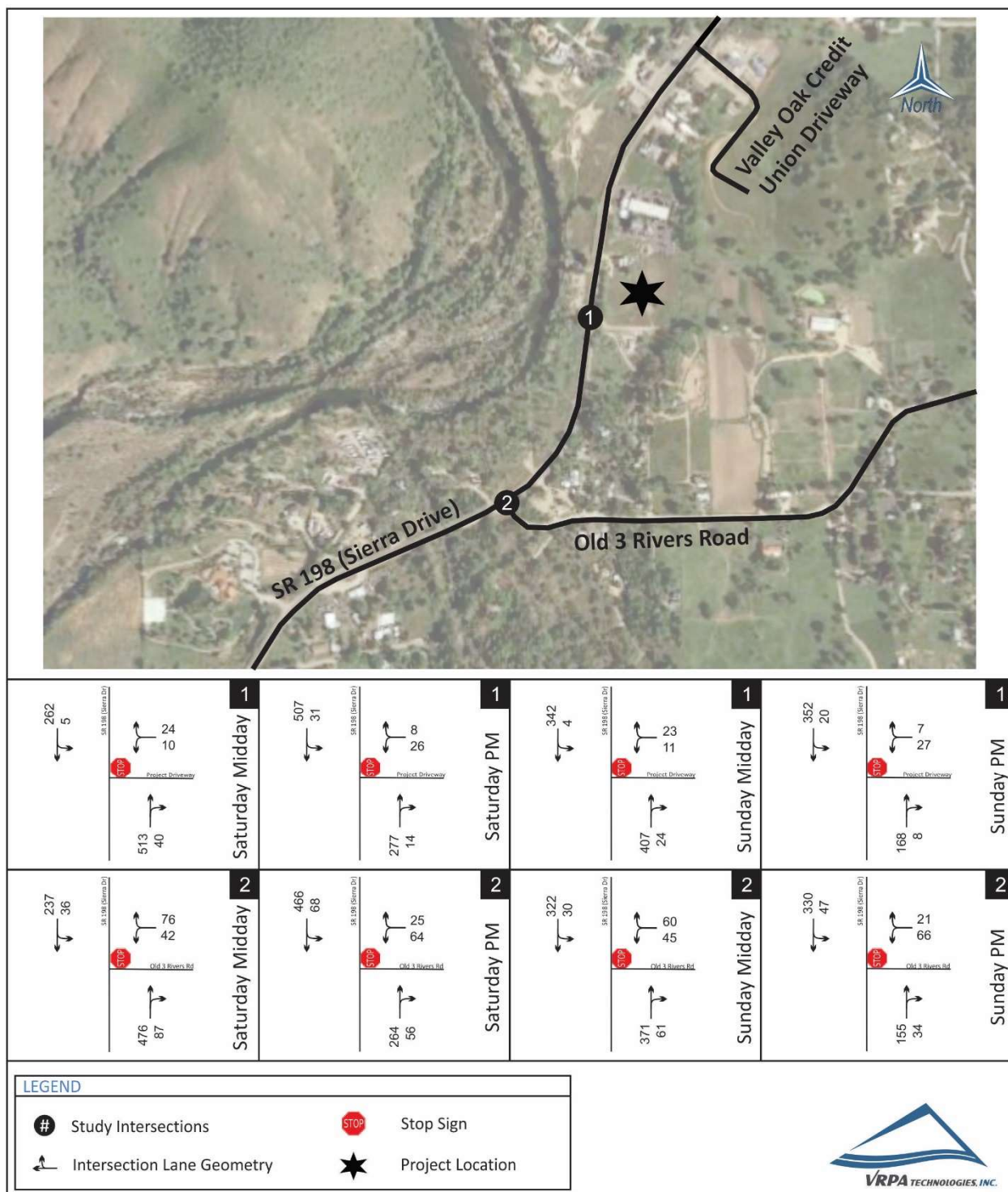
**Three Rivers Hampton Inn & Suites**  
**Existing Plus Project Peak Hour Traffic**

**Figure**  
**3-3**



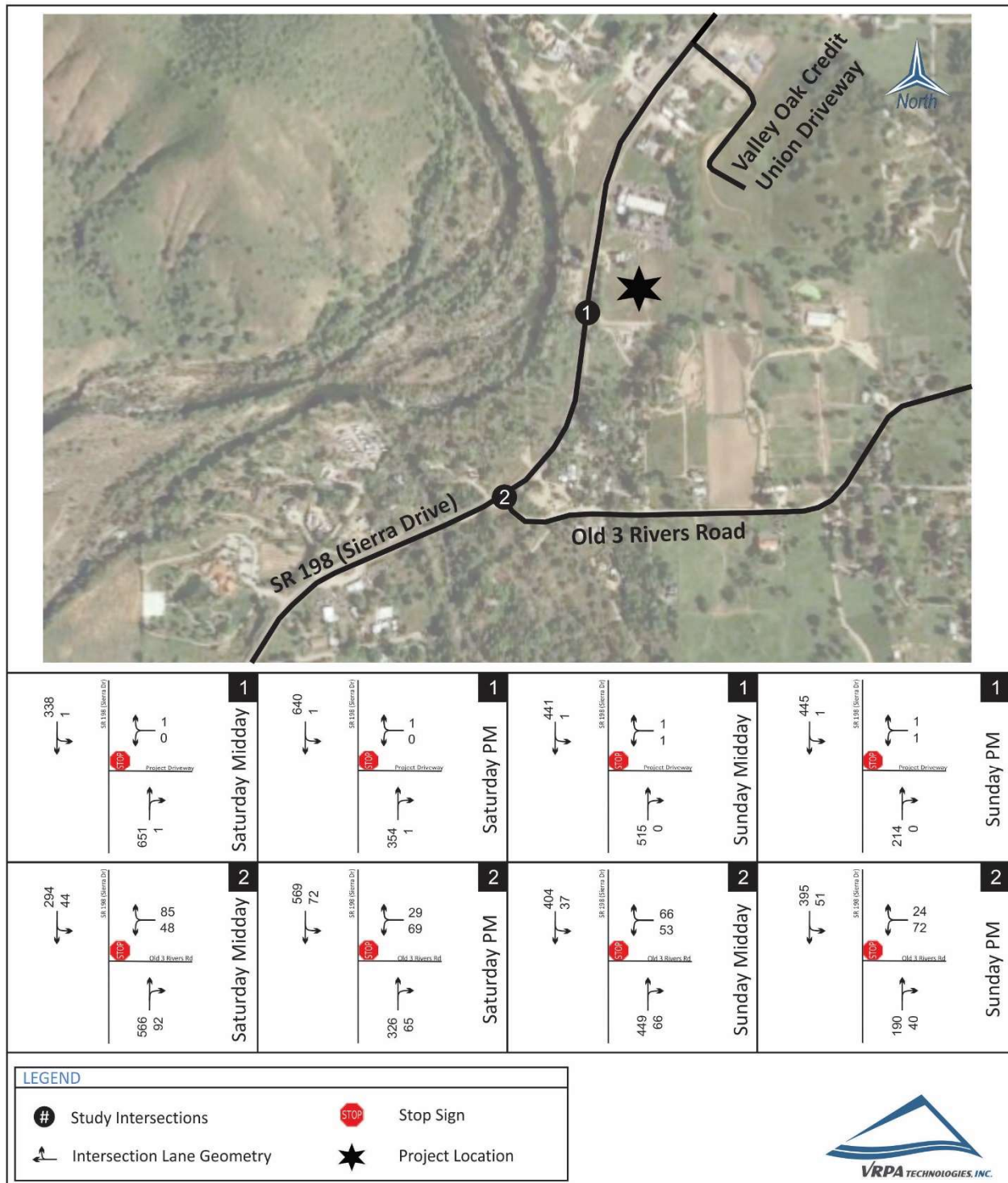
**Three Rivers Hampton Inn & Suites**  
**Near-Term Peak Hour Traffic**

**Figure**  
**3-4**



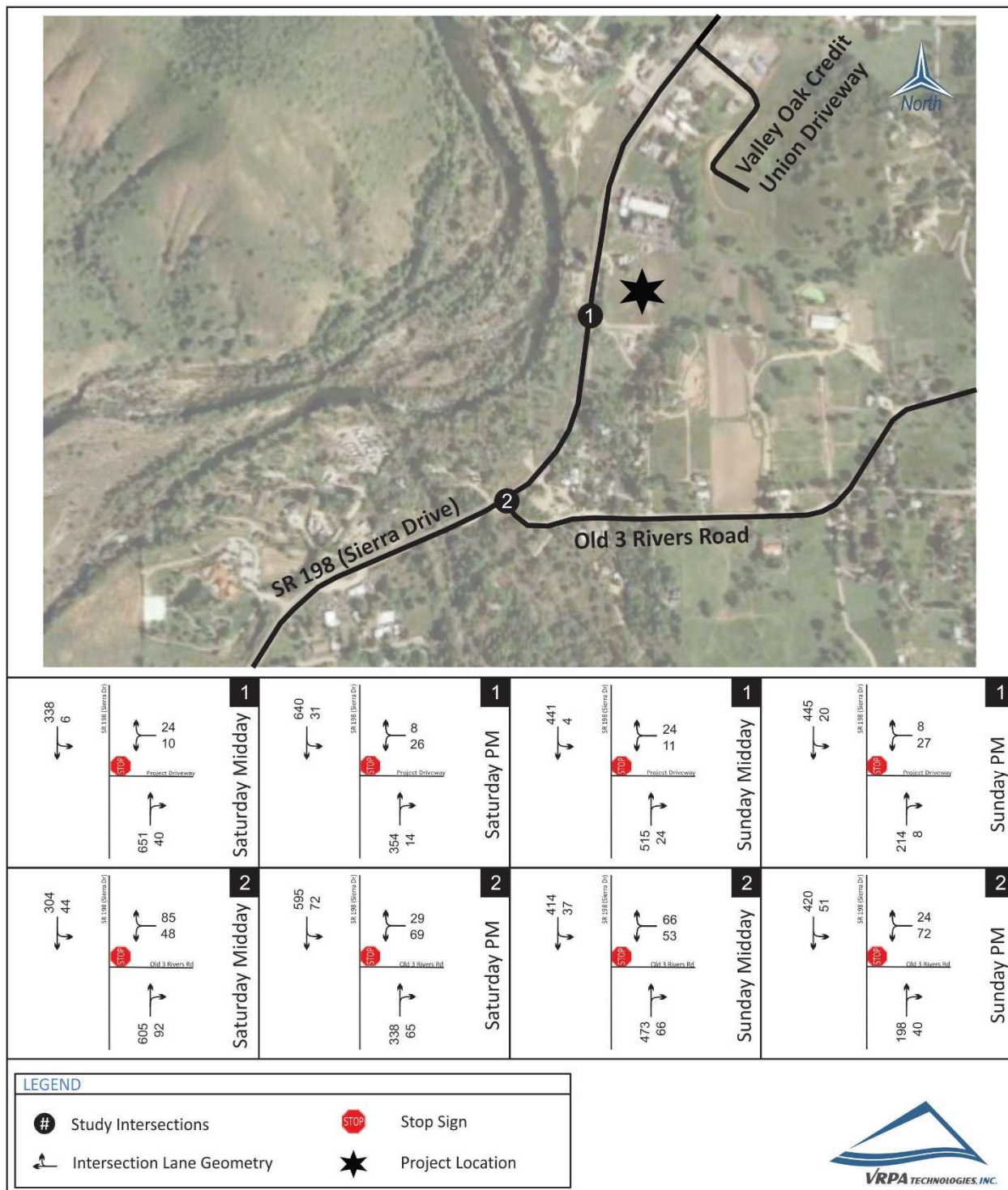
**Three Rivers Hampton Inn & Suites**  
**Cumulative Year 2042 Without Project Peak Hour Traffic**

**Figure**  
**3-5**



**Three Rivers Hampton Inn & Suites**  
**Cumulative Year 2042 Plus Project Peak Hour Traffic**

**Figure**  
**3-6**



## 3.9 Impacts

### 3.9.1 Intersection Capacity Analysis

Table 3-2 shows the projected delay for all scenarios at study area intersections. Results of the analysis show that levels of service at the SR 198 (Sierra Drive) and Project Driveway and SR 198 (Sierra Drive) and Old 3 Rivers Road intersections will not exceed target LOS 'D' for all the study scenarios. Therefore, no mitigation measures are required to achieve acceptable levels of service. It should be noted that the Project Driveway along SR 198 (Sierra Drive) must meet Tulare County and Caltrans standards.

### 3.9.2 Queuing Analysis

Table 3-3 provides a queue length summary for turning movements at the Project Driveway and Old 3 Rivers Road. Queuing analysis for unsignalized intersections was completed using Section 400 of Caltrans' Highway Design Manual. Results of the analysis show that the queue lengths along Old 3 Rivers Road are not projected to encroach upon the most easterly driveway to SR 198 (Sierra Drive).

**Table 3-2**  
**Intersection Operations**

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR		EXISTING PLUS PROJECT		NEAR-TERM PLUS PROJECT		CUMULATIVE YEAR 2042 WITHOUT PROJECT		CUMULATIVE YEAR 2042 PLUS PROJECT	
					DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1. SR 198 (Sierra Drive) / Project Driveway	One-Way Stop Sign	D	Saturday	Midday	13.1	B	13.8	B	13.0	B	16.5	C
				PM	16.0	C	17.8	C	10.5	B	22.4	C
			Sunday	Midday	12.9	B	13.7	B	15.6	C	15.4	C
				PM	13.5	B	14.5	B	11.8	B	14.6	B
2. SR 198 (Sierra Drive) / Old 3 Rivers Road	One-Way Stop Sign	D	Saturday	Midday	15.0	C	20.5	C	22.8	C	24.8	C
				PM	14.0	B	27.6	D	31.1	D	33.9	D
			Sunday	Midday	15.4	C	18.1	C	21.2	C	22.4	C
				PM	12.7	B	18.1	C	18.9	C	19.9	C

DELAY is measured in seconds

LOS = Level of Service

For one-way controlled intersections, delay results show the delay for the worst movement.

Table 3-3

Queuing Operations

INTERSECTION	EXISTING QUEUE STORAGE LENGTH (ft)		EXISTING PLUS PROJECT				NEAR-TERM YEAR PLUS PROJECT				CUMULATIVE YEAR 2042 WITHOUT PROJECT				CUMULATIVE YEAR 2042 PLUS PROJECT			
			SATURDAY		SUNDAY		SATURDAY		SUNDAY		SATURDAY		SUNDAY		SATURDAY		SUNDAY	
			MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue	MIDDAY Queue	PM Queue
1. SR 198 (Sierra Drive) / Project Driveway	WB Approach	--	28	28	28	28	28	28	28	28	1	1	3	3	28	28	29	29
2. SR 198 (Sierra Drive) / Old 3 Rivers Road	WB Approach	325	44	22	37	23	98	75	88	73	111	82	98	80	111	82	98	80

Queue is measured in feet

## 4.0 Standards of Significance

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in significant adverse impacts on the environment. The criteria used to determine the significance of an impact to traffic are based on the following thresholds of significance which come from Appendix G of the CEQA Guidelines. Accordingly, traffic impacts resulting from the proposed Project are considered significant if the Project would:

- ✓ Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- ✓ Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- ✓ Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (eg., farm equipment)?
- ✓ Result in inadequate emergency access?

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

**Less Than Significant** - An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, Tulare County RMA and Caltrans adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. Tulare County's 2030 General Plan, policy number TC-1.16, identifies a minimum LOS standard of "D" on the County roadway system (both segments and intersections). Caltrans' SR-198 Transportation Concept Report (TCR) identifies the 2040 concept as LOS "D".

Results of the analysis show that the proposed Project will not exceed the minimum LOS standard of "D" as shown in Tables 2-1 and 3-2.

The Project does not conflict with any applicable adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Tulare County Area Transit (TCaT) Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. Implementation of the Project will not hinder the operation of Route 30 in the Three Rivers Community.

Caltrans' SR 198 TCR indicated that bicycles are permitted along the SR 198 corridor in the Three Rivers Community. The proposed Project will not prohibit the use of bicycles along SR 198. The SR 198 TCR also indicates that pedestrian facilities are nonexistent in the Three Rivers community. The Project will comply with Tulare County General Plan goals, which include Bicycle/Pedestrian Trail System (TC-5.1) and Consideration of Non-Motorized Modes in Planning and Development (TC-5.2).

Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, no mitigation is needed.

#### 4.2 Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

***Less Than Significant Impact*** - In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. For California, this legislation will eventually change the way that transportation studies are conducted for environmental documents. Delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as vehicle miles travelled (VMT) or other similar measures will be used.

July 1, 2020 is the statewide implementation date and agencies may opt-in use of new metrics prior to that date. Therefore, the traffic analysis currently follows current practice regarding state and local guidance as of the date of preparation.

Tourism is the largest and most important industry in the Three Rivers area, as the town is situated near Sequoia National Forest, which receives over 1.2 million annual visitors, and Kings Canyon National Park, which receives nearly 700,000 annual visitors. The industries and businesses surrounding Three Rivers are almost all related to visitors passing through, en route to the Sequoia National Forest and Kings Canyon National Park. The Three Rivers Community and surrounding area features a multitude of boutique lodging facilities, restaurants, and small retail shops to support the area's small population and transient travelers.

The Feasibility Study prepared for the Project forecasts an unaccommodated demand equivalent to 7.3% of the base-year demand, resulting from the analysis of monthly and weekly peak demand and sell-out trends. Unaccommodated demand refers to individuals who are unable to secure accommodations in the market because all the local hotels are filled. These travelers must settle for less desirable accommodations or stay in properties located outside the market area. Seeking accommodations outside of the desired market area increases VMT

since travelers would be forced to travel longer distances to secure accommodations. The development of the Project would reduce the unaccommodated demand, thus reducing VMT in the market area. Therefore, no mitigation is needed.

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

**Less Than Significant Impact** - The Project would not result in hazards due to design features, since all proposed improvements (Project Driveway) would be built to County design standards. Access to the proposed Project will be provided at one (1) driveway along SR 198 (Sierra Drive), which is an existing driveway within Tulare County jurisdiction. Internal traffic and parking operations will be designed in accordance with Tulare County design standards. The proposed Project seeks to utilize a plot of relatively undeveloped land for a hotel with approximately 105 rooms in a rural area surrounded by rural/agricultural residences. The Project would not increase the use of farm equipment on streets and roads in the Three Rivers Community. As a result, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, no mitigation is needed.

#### 4.4 Result in inadequate emergency access?

**Less Than Significant Impact** - The Project would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet Tulare County's and Caltrans' LOS "D" criteria through the year 2042. As a result, the Project will not result in inadequate emergency access. Therefore, no mitigation is needed.

# **APPENDIX A**

## Project Site Plan



# **APPENDIX B**

## Traffic Count Data Sheets

# National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** SR 198 / Sierra Dr & Old 3 Rivers Rd

**City:** Three Rivers

**Control:** 1-Way Stop(WB)

**Project ID:** 18-02019-001

**Date:** 2018-02-03

## Total

NS/EW Streets:		SR 198 / Sierra Dr				SR 198 / Sierra Dr				Old 3 Rivers Rd				Old 3 Rivers Rd			
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
11:00 AM		0	1	0	0	3	25	0	0	0	0	0	0	0	1	0	0
11:15 AM		0	46	5	0	4	18	0	0	0	0	0	0	3	0	4	0
11:30 AM		0	51	5	1	4	22	0	0	0	0	0	0	4	0	2	0
11:45 AM		0	57	2	1	4	22	0	0	0	0	0	0	5	0	7	0
12:00 PM		0	63	1	0	5	34	0	0	0	0	0	0	1	0	6	0
12:15 PM		0	60	3	0	2	35	0	0	0	0	0	0	3	0	3	1
12:30 PM		0	56	2	0	4	31	0	0	0	0	0	0	3	0	1	0
12:45 PM		0	57	3	0	7	24	0	0	0	0	0	0	4	0	3	0
		0	58	4	0	2	28	0	0	0	0	0	0	2	0	1	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :		0	448	25	2	31	217	0	0	0	0	0	0	25	0	27	1
PEAK HR VOL :		0	236	8	1	15	122	0	0	0	0	0	0	12	0	17	1
PEAK HR FACTOR :		0.000	0.937	0.667	0.250	0.750	0.871	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.607	0.250
		11:30 AM - 12:30 PM				0.878				0.625				0.625			
		0.957															
TOTAL		412				412				412				412			
		0.936				0.936				0.936				0.936			

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM		0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:15 PM		0	41	1	0	0	69	0	0	0	0	0	0	3	0	3	0
4:30 PM		0	32	4	0	2	51	0	0	0	0	0	0	2	0	1	0
4:45 PM		0	28	5	0	2	56	0	0	0	0	0	0	1	0	2	0
5:00 PM		0	35	7	0	2	61	0	0	0	0	0	0	2	0	1	0
5:15 PM		0	26	5	0	5	58	0	0	0	0	0	0	2	0	0	0
5:30 PM		0	27	3	0	1	56	0	0	0	0	0	0	2	0	3	0
5:45 PM		0	21	1	0	4	33	0	0	0	0	0	0	4	0	0	0
		0	24	3	0	2	70	0	0	0	0	0	0	5	0	3	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :		0	234	29	0	18	454	0	0	0	0	0	0	21	0	13	0
PEAK HR VOL :		0	136	17	0	6	237	0	0	0	0	0	0	8	0	7	0
PEAK HR FACTOR :		0.000	0.829	0.607	0.000	0.750	0.859	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.583	0.000
		0.911				0.880				0.625				0.625			
TOTAL		411				411				411				411			
		0.878				0.878				0.878				0.878			

# National Data & Surveying ServicesIntersection Turning Movement Count

Location: SR 198 / Sierra Dr & Old 3 Rivers Rd

City: Three Rivers

Control: 1-Way Stop(WB)

Project ID: 18-02019-001

Date: 2018-02-04

## Total

NS/EW Streets:		SR 198 / Sierra Dr				SR 198 / Sierra Dr				Old 3 Rivers Rd				Old 3 Rivers Rd			
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
TOTAL VOLUMES :	APPROACH %'s :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
		0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
11:00 AM		0	36	4	0	1	36	0	0	0	0	0	0	2	0	2	0
11:15 AM		0	40	3	0	1	36	0	0	0	0	0	0	3	0	2	0
11:30 AM		0	27	2	0	0	30	0	0	0	0	0	0	2	0	2	0
11:45 AM		0	44	3	0	4	37	0	0	0	0	0	0	1	0	2	0
12:00 PM		0	58	1	0	3	45	0	0	0	0	0	0	2	0	6	0
12:15 PM		0	40	1	0	4	45	0	0	0	0	0	0	4	0	2	0
12:30 PM		0	45	3	0	2	41	0	0	0	0	0	0	7	0	0	0
12:45 PM		0	42	5	0	2	36	0	0	0	0	0	0	3	0	0	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :		0	332	22	0	17	306	0	0	0	0	0	0	24	0	16	0
		0.00%	93.79%	6.21%	0.00%	5.26%	94.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%
PEAK HR :		11:45 AM - 12:45 PM				0.923				0.000				0.750			
PEAK HR VOL :		0	187	8	0	13	168	0	0	0	0	0	0	14	0	10	0
PEAK HR FACTOR :		0.000	0.806	0.667	0.000	0.813	0.933	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.417	0.000
		0.826				0.923				0.000				0.750			
TOTAL		400				0.870				0.000				0.000			




PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
TOTAL VOLUMES :	APPROACH %'s :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
		0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:00 PM		0	19	5	0	2	46	0	0	0	0	0	0	3	0	1	0
4:15 PM		0	25	2	0	1	57	0	0	0	0	0	0	4	0	1	0
4:30 PM		0	16	1	0	2	33	0	0	0	0	0	0	2	0	1	0
4:45 PM		0	19	2	0	1	28	0	0	0	0	0	0	1	0	2	0
5:00 PM		0	12	3	0	2	29	0	0	0	0	0	0	2	0	0	0
5:15 PM		0	6	2	0	2	26	0	0	0	0	0	0	2	0	1	0
5:30 PM		0	9	6	0	1	32	0	0	0	0	0	0	3	0	0	0
5:45 PM		0	16	2	0	2	31	0	0	0	0	0	0	2	0	1	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :		0	122	23	0	13	282	0	0	0	0	0	0	19	0	7	0
		0.00%	84.14%	15.86%	0.00%	4.41%	95.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	73.08%	0.00%	26.92%	0.00%
PEAK HR :		04:00 PM - 05:00 PM				0.733				0.000				0.750			
PEAK HR VOL :		0	79	10	0	6	164	0	0	0	0	0	0	10	0	5	0
PEAK HR FACTOR :		0.000	0.790	0.500	0.000	0.750	0.719	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.000
		0.824				0.733				0.000				0.750			
TOTAL		274				0.761				0.000				0.000			

# **APPENDIX C**

## SYNCHRO 10 Worksheets

**Intersection**




Int Delay, s/veh 0




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	457	1	1	248
Future Vol, veh/h	0	1	457	1	1	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	0	1	476	1	1	282




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	761	477	0
Stage 1	477	-	-
Stage 2	284	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	372	586	-
Stage 1	622	-	-
Stage 2	762	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	372	586	-
Mov Cap-2 Maneuver	372	-	-
Stage 1	621	-	-
Stage 2	762	-	-




Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1050
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	11.2	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	22	31	426	14	27	221
Future Vol, veh/h	22	31	426	14	27	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	96	96	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	35	49	444	15	31	251
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	765	452	0	0	459	0
Stage 1	452	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	370	605	-	-	1066	-
Stage 1	639	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	605	-	-	1066	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	14.3	0	0.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	470	1066	-	
HCM Lane V/C Ratio	-	-	0.179	0.029	-	
HCM Control Delay (s)	-	-	14.3	8.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	257	1	1	439
Future Vol, veh/h	0	1	257	1	1	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	91	91	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	0	1	282	1	1	499
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	784	283	0	0	283	0
Stage 1	283	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	361	754	-	-	1240	-
Stage 1	763	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	754	-	-	1240	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	754	1240	-	
HCM Lane V/C Ratio	-	-	0.001	0.001	-	
HCM Control Delay (s)	-	-	9.8	7.9	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	14	12	245	31	11	428
Future Vol, veh/h	14	12	245	31	11	428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	22	19	269	34	13	486
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	798	286	0	0	303	0
Stage 1	286	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	354	751	-	-	1219	-
Stage 1	760	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	751	-	-	1219	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	13.5	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	464	1219	-	
HCM Lane V/C Ratio	-	-	0.089	0.01	-	
HCM Control Delay (s)	-	-	13.5	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	356	0	1	328
Future Vol, veh/h	1	1	356	0	1	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	1	1	429	0	1	353
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	784	429	0	-	429	0
Stage 1	429	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	361	624	-	0	1094	-
Stage 1	655	-	-	0	-	-
Stage 2	707	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	361	624	-	-	1094	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT			
Capacity (veh/h)	- 457	1094	-			
HCM Lane V/C Ratio	- 0.005	0.001	-			
HCM Control Delay (s)	- 12.9	8.3	-			
HCM Lane LOS	- B	A	-			
HCM 95th %tile Q(veh)	- 0	0	-			

**Intersection**

Int Delay, s/veh 1.3

**Movement** NWL NWR NET NER SWL SWTLane Configurations 

Traffic Vol, veh/h 26 18 338 14 24 304

Future Vol, veh/h 26 18 338 14 24 304

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - 0 - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 75 75 83 83 93 93

Heavy Vehicles, % 3 3 9 9 9 9

Mvmt Flow 35 24 407 17 26 327

**Major/Minor** Minor1 Major1 Major2

Conflicting Flow All 795 416 0 0 424 0

Stage 1 416 - - - - -

Stage 2 379 - - - - -

Critical Hdwy 6.43 6.23 - - 4.19 -

Critical Hdwy Stg 1 5.43 - - - - -

Critical Hdwy Stg 2 5.43 - - - - -

Follow-up Hdwy 3.527 3.327 - - 2.281 -

Pot Cap-1 Maneuver 355 634 - - 1099 -

Stage 1 664 - - - - -

Stage 2 690 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 345 634 - - 1099 -

Mov Cap-2 Maneuver 345 - - - - -

Stage 1 645 - - - - -

Stage 2 690 - - - - -

**Approach** NW NE SW

HCM Control Delay, s 14.8 0 0.6

HCM LOS B

**Minor Lane/Major Mvmt** NET NERNWLn1 SWL SWT

Capacity (veh/h) - - 424 1099 -

HCM Lane V/C Ratio - - 0.138 0.023 -




HCM Control Delay (s) - - 14.8 8.4 0

HCM Lane LOS - - B A A

HCM 95th %tile Q(veh) - - 0.5 0.1 -

**Intersection**




Int Delay, s/veh 0




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	152	0	1	308
Future Vol, veh/h	1	1	152	0	1	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	82	82	73	73
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	1	1	185	0	1	422

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	609	185	0
Stage 1	185	-	-
Stage 2	424	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	457	855	-
Stage 1	844	-	-
Stage 2	658	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	457	855	-
Mov Cap-2 Maneuver	457	-	-
Stage 1	843	-	-
Stage 2	658	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	- 596	1349	-
HCM Lane V/C Ratio	- 0.004	0.001	-
HCM Control Delay (s)	- 11.1	7.7	-
HCM Lane LOS	- B	A	-
HCM 95th %tile Q(veh)	- 0	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	18	9	143	18	11	297
Future Vol, veh/h	18	9	143	18	11	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	82	82	73	73
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	24	12	174	22	15	407
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	622	185	0	0	196	0
Stage 1	185	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	449	855	-	-	1336	-
Stage 1	844	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	442	855	-	-	1336	-
Mov Cap-2 Maneuver	442	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	12.3	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	527	1336	-	
HCM Lane V/C Ratio	-	-	0.068	0.011	-	
HCM Control Delay (s)	-	-	12.3	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	24	457	40	5	248
Future Vol, veh/h	10	24	457	40	5	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	11	26	476	42	6	282
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	791	497	0	0	518	0
Stage 1	497	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	357	571	-	-	1013	-
Stage 1	609	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	355	571	-	-	1013	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.1	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	484	1013	-	
HCM Lane V/C Ratio	-	-	0.076	0.006	-	
HCM Control Delay (s)	-	-	13.1	8.6	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

**Intersection**

Int Delay, s/veh 1.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	22	31	465	14	27	231
Future Vol, veh/h	22	31	465	14	27	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	96	96	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	35	49	484	15	31	263




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	817	492	0
Stage 1	492	-	-
Stage 2	325	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	345	575	-
Stage 1	612	-	-
Stage 2	730	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	333	575	-
Mov Cap-2 Maneuver	333	-	-
Stage 1	591	-	-
Stage 2	730	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT
Capacity (veh/h)	-	-	442	1030	-
HCM Lane V/C Ratio	-	-	0.19	0.03	-
HCM Control Delay (s)	-	-	15	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

**Intersection**

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	8	257	14	31	439
Future Vol, veh/h	26	8	257	14	31	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	91	91	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	28	9	282	15	35	499




Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	859	290	0	0	297
Stage 1	290	-	-	-	-
Stage 2	569	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281
Pot Cap-1 Maneuver	326	747	-	-	1225
Stage 1	757	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	313	747	-	-	1225
Mov Cap-2 Maneuver	313	-	-	-	-
Stage 1	727	-	-	-	-
Stage 2	564	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	363	1225
HCM Lane V/C Ratio	-	-	0.102	0.029
HCM Control Delay (s)	-	-	16	8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection




Int Delay, s/veh 0.8




Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	14	12	258	31	11	454
Future Vol, veh/h	14	12	258	31	11	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	22	19	284	34	13	516




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	843	301	0
Stage 1	301	-	-
Stage 2	542	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	333	736	-
Stage 1	748	-	-
Stage 2	581	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	328	736	-
Mov Cap-2 Maneuver	328	-	-
Stage 1	737	-	-
Stage 2	581	-	-




Approach	NW	NE	SW
HCM Control Delay, s	14	0	0.2
HCM LOS	B		




Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	441	1204
HCM Lane V/C Ratio	-	-	0.094	0.01
HCM Control Delay (s)	-	-	14	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0




Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	356	24	4	328
Future Vol, veh/h	11	23	356	24	4	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	12	25	429	29	4	353
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	805	444	0	0	458	0
Stage 1	444	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	350	612	-	-	1067	-
Stage 1	644	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	612	-	-	1067	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.9	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	491	1067	-	
HCM Lane V/C Ratio	-	-	0.075	0.004	-	
HCM Control Delay (s)	-	-	12.9	8.4	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	26	18	362	14	24	314
Future Vol, veh/h	26	18	362	14	24	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	83	83	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	35	24	436	17	26	338
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	835	445	0	0	453	0
Stage 1	445	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	336	611	-	-	1072	-
Stage 1	644	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	611	-	-	1072	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	15.4	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	403	1072	-	
HCM Lane V/C Ratio	-	-	0.146	0.024	-	
HCM Control Delay (s)	-	-	15.4	8.4	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	7	152	8	20	308
Future Vol, veh/h	27	7	152	8	20	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	82	82	73	73
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	29	8	185	10	27	422
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	666	190	0	0	195	0
Stage 1	190	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	423	849	-	-	1337	-
Stage 1	840	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	849	-	-	1337	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.5	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	461	1337	-	
HCM Lane V/C Ratio	-	-	0.08	0.02	-	
HCM Control Delay (s)	-	-	13.5	7.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	




Intersection						
Int Delay, s/veh	0.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	18	9	151	18	11	323
Future Vol, veh/h	18	9	151	18	11	323
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	82	82	73	73
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	24	12	184	22	15	442
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	667	195	0	0	206	0
Stage 1	195	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	422	844	-	-	1325	-
Stage 1	836	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	416	844	-	-	1325	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	12.7	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	501	1325	-	
HCM Lane V/C Ratio	-	-	0.072	0.011	-	
HCM Control Delay (s)	-	-	12.7	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	24	513	40	5	262
Future Vol, veh/h	10	24	513	40	5	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	11	26	534	42	6	298
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	865	555	0	0	576	0
Stage 1	555	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	323	529	-	-	964	-
Stage 1	573	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	321	529	-	-	964	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.8	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	444	964	-	
HCM Lane V/C Ratio	-	-	0.083	0.006	-	
HCM Control Delay (s)	-	-	13.8	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	42	76	476	87	36	237
Future Vol, veh/h	42	76	476	87	36	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	96	96	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	67	121	496	91	41	269
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	893	542	0	0	587	0
Stage 1	542	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	311	538	-	-	954	-
Stage 1	581	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	538	-	-	954	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	20.5	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	416	954	-	
HCM Lane V/C Ratio	-	-	0.45	0.043	-	
HCM Control Delay (s)	-	-	20.5	8.9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-	

Intersection




Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	8	277	14	31	507
Future Vol, veh/h	26	8	277	14	31	507
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	91	91	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	28	9	304	15	35	576




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	958	312	0
Stage 1	312	-	-
Stage 2	646	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	284	726	-
Stage 1	740	-	-
Stage 2	520	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	272	726	-
Mov Cap-2 Maneuver	272	-	-
Stage 1	708	-	-
Stage 2	520	-	-




Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	319	1202
HCM Lane V/C Ratio	-	-	0.116	0.029
HCM Control Delay (s)	-	-	17.8	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	4.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	64	25	264	56	68	466
Future Vol, veh/h	64	25	264	56	68	466
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	88	88
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	102	40	290	62	77	530
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1005	321	0	0	352	0
Stage 1	321	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	267	718	-	-	1169	-
Stage 1	733	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	718	-	-	1169	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	27.6	0	1.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	297	1169	-	
HCM Lane V/C Ratio	-	-	0.476	0.066	-	
HCM Control Delay (s)	-	-	27.6	8.3	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-	




Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↑			↑
Traffic Vol, veh/h	11	23	407	24	4	342
Future Vol, veh/h	11	23	407	24	4	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	12	25	490	29	4	368
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	881	505	0	0	519	0
Stage 1	505	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	316	565	-	-	1012	-
Stage 1	604	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	565	-	-	1012	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.7	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	449	1012	-	
HCM Lane V/C Ratio	-	-	0.082	0.004	-	
HCM Control Delay (s)	-	-	13.7	8.6	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	45	60	371	61	30	322
Future Vol, veh/h	45	60	371	61	30	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	83	83	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	60	80	447	73	32	346
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	894	484	0	0	520	0
Stage 1	484	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	310	581	-	-	1011	-
Stage 1	618	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	298	581	-	-	1011	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	18.1	0	0.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	413	1011	-	
HCM Lane V/C Ratio	-	-	0.339	0.032	-	
HCM Control Delay (s)	-	-	18.1	8.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	7	168	8	20	352
Future Vol, veh/h	27	7	168	8	20	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	82	82	73	73
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	29	8	205	10	27	482
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	746	210	0	0	215	0
Stage 1	210	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	380	828	-	-	1314	-
Stage 1	823	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	828	-	-	1314	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.5	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	417	1314	-	
HCM Lane V/C Ratio	-	-	0.089	0.021	-	
HCM Control Delay (s)	-	-	14.5	7.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection




Int Delay, s/veh 3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	66	21	155	34	47	330
Future Vol, veh/h	66	21	155	34	47	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	82	82	73	73
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	88	28	189	41	64	452

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	790	210	0
Stage 1	210	-	-
Stage 2	580	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	358	828	-
Stage 1	823	-	-
Stage 2	558	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	334	828	-
Mov Cap-2 Maneuver	334	-	-
Stage 1	769	-	-
Stage 2	558	-	-




Approach	NW	NE	SW
HCM Control Delay, s	18.1	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	390	1298
HCM Lane V/C Ratio	-	-	0.297	0.05
HCM Control Delay (s)	-	-	18.1	7.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	651	1	1	338
Future Vol, veh/h	0	1	651	1	1	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	0	1	678	1	1	367
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1048	679	0	0	679	0
Stage 1	679	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	251	450	-	-	881	-
Stage 1	502	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	450	-	-	881	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	450	881	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	13	9.1	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection




Int Delay, s/veh 3.1




Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	48	85	566	92	44	294
Future Vol, veh/h	48	85	566	92	44	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	52	92	590	96	48	320




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1054	638	0
Stage 1	638	-	-
Stage 2	416	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	249	475	-
Stage 1	524	-	-
Stage 2	664	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	232	475	-
Mov Cap-2 Maneuver	232	-	-
Stage 1	489	-	-
Stage 2	664	-	-




Approach	NW	NE	SW
HCM Control Delay, s	22.8	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	345	876
HCM Lane V/C Ratio	-	-	0.419	0.055
HCM Control Delay (s)	-	-	22.8	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2	0.2

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	354	1	1	640
Future Vol, veh/h	0	1	354	1	1	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	0	1	385	1	1	696
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1084	386	0	0	386	0
Stage 1	386	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	239	660	-	-	1135	-
Stage 1	685	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	660	-	-	1135	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	660		1135	-	
HCM Lane V/C Ratio	-	0.002		0.001	-	
HCM Control Delay (s)	-	10.5		8.2	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	0		0	-	




Intersection						
Int Delay, s/veh	3.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	69	29	326	65	72	569
Future Vol, veh/h	69	29	326	65	72	569
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	75	32	354	71	78	618
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1164	390	0	0	425	0
Stage 1	390	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	214	656	-	-	1098	-
Stage 1	682	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	656	-	-	1098	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	31.1	0	1			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	242	1098	-	
HCM Lane V/C Ratio	-	-	0.44	0.071	-	
HCM Control Delay (s)	-	-	31.1	8.5	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.1	0.2	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	515	0	1	441
Future Vol, veh/h	1	1	515	0	1	441
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	1	1	560	0	1	479
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1041	560	0	-	560	0
Stage 1	560	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	254	526	-	0	977	-
Stage 1	570	-	-	0	-	-
Stage 2	620	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	254	526	-	-	977	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.6	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBTWBLn1		SBL	SBT		
Capacity (veh/h)	-		343	977	-	
HCM Lane V/C Ratio	-		0.006	0.001	-	
HCM Control Delay (s)	-		15.6	8.7	-	
HCM Lane LOS	-		C	A	-	
HCM 95th %tile Q(veh)	-		0	0	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	53	66	449	66	37	404
Future Vol, veh/h	53	66	449	66	37	404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	58	72	488	72	40	434
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1038	524	0	0	560	0
Stage 1	524	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	255	551	-	-	977	-
Stage 1	592	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	241	551	-	-	977	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	21.2	0	0.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	350	977	-	
HCM Lane V/C Ratio	-	-	0.37	0.041	-	
HCM Control Delay (s)	-	-	21.2	8.8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-	

**Intersection**




Int Delay, s/veh 0




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	214	0	1	445
Future Vol, veh/h	1	1	214	0	1	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	1	1	233	0	1	484

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	719	233	0
Stage 1	233	-	-
Stage 2	486	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	394	804	-
Stage 1	803	-	-
Stage 2	616	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	394	804	-
Mov Cap-2 Maneuver	394	-	-
Stage 1	802	-	-
Stage 2	616	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	- 529	1294	-
HCM Lane V/C Ratio	- 0.004	0.001	-
HCM Control Delay (s)	- 11.8	7.8	-
HCM Lane LOS	- B	A	-
HCM 95th %tile Q(veh)	- 0	0	-




Intersection						
Int Delay, s/veh	2.9					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	72	24	190	40	51	395
Future Vol, veh/h	72	24	190	40	51	395
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	85	28	224	47	60	465
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	833	248	0	0	271	0
Stage 1	248	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	337	788	-	-	1253	-
Stage 1	791	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	788	-	-	1253	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	18.9	0	0.9			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	371	1253	-	
HCM Lane V/C Ratio	-	-	0.304	0.048	-	
HCM Control Delay (s)	-	-	18.9	8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	24	651	40	6	338
Future Vol, veh/h	10	24	651	40	6	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	11	26	678	42	7	367

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1080	699	0	0	720
Stage 1	699	-	-	-	-
Stage 2	381	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281
Pot Cap-1 Maneuver	240	438	-	-	850
Stage 1	491	-	-	-	-
Stage 2	688	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	238	438	-	-	850
Mov Cap-2 Maneuver	238	-	-	-	-
Stage 1	486	-	-	-	-
Stage 2	688	-	-	-	-




Approach	WB	NB	SB
HCM Control Delay, s	16.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	850
HCM Lane V/C Ratio	-	-	0.105	0.008
HCM Control Delay (s)	-	-	16.5	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	3.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	48	85	605	92	44	304
Future Vol, veh/h	48	85	605	92	44	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	96	96	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	52	92	630	96	48	330
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1104	678	0	0	726	0
Stage 1	678	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	233	450	-	-	846	-
Stage 1	502	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	217	450	-	-	846	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	24.8	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	324	846	-	
HCM Lane V/C Ratio	-	-	0.446	0.057	-	
HCM Control Delay (s)	-	-	24.8	9.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.2	0.2	-	

**Intersection**

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	8	354	14	31	640
Future Vol, veh/h	26	8	354	14	31	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	28	9	385	15	34	696

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1157	393	0
Stage 1	393	-	-
Stage 2	764	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	216	654	-
Stage 1	680	-	-
Stage 2	458	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	205	654	-
Mov Cap-2 Maneuver	205	-	-
Stage 1	647	-	-
Stage 2	458	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	1122
HCM Lane V/C Ratio	-	-	0.151	0.03
HCM Control Delay (s)	-	-	22.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

**Intersection**

Int Delay, s/veh 3.4

**Movement** NWL NWR NET NER SWL SWTLane Configurations 

Traffic Vol, veh/h 69 29 338 65 72 595

Future Vol, veh/h 69 29 338 65 72 595

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - 0 - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 3 3 9 9 9 9

Mvmt Flow 75 32 367 71 78 647

**Major/Minor** Minor1 Major1 Major2

Conflicting Flow All 1206 403 0 0 438 0

Stage 1 403 - - - - -

Stage 2 803 - - - - -

Critical Hdwy 6.43 6.23 - - 4.19 -

Critical Hdwy Stg 1 5.43 - - - - -

Critical Hdwy Stg 2 5.43 - - - - -

Follow-up Hdwy 3.527 3.327 - - 2.281 -

Pot Cap-1 Maneuver 202 645 - - 1086 -

Stage 1 673 - - - - -

Stage 2 439 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 179 645 - - 1086 -

Mov Cap-2 Maneuver 179 - - - - -

Stage 1 598 - - - - -

Stage 2 439 - - - - -

**Approach** NW NE SW

HCM Control Delay, s 33.9 0 0.9

HCM LOS D

**Minor Lane/Major Mvmt** NET NERNWLn1 SWL SWT




Capacity (veh/h) - - 228 1086 -

HCM Lane V/C Ratio - - 0.467 0.072 -

HCM Control Delay (s) - - 33.9 8.6 0

HCM Lane LOS - - D A A




HCM 95th %tile Q(veh) - - 2.3 0.2 -




Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	24	515	24	4	441
Future Vol, veh/h	11	24	515	24	4	441
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	12	26	560	26	4	479




Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1060	573	0	0	586
Stage 1	573	-	-	-	-
Stage 2	487	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281
Pot Cap-1 Maneuver	247	517	-	-	955
Stage 1	562	-	-	-	-
Stage 2	616	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	246	517	-	-	955
Mov Cap-2 Maneuver	246	-	-	-	-
Stage 1	559	-	-	-	-
Stage 2	616	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	384	955
HCM Lane V/C Ratio	-	-	0.099	0.005
HCM Control Delay (s)	-	-	15.4	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	2.7					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	53	66	473	66	37	414
Future Vol, veh/h	53	66	473	66	37	414
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	93	93
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	58	72	514	72	40	445
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1075	550	0	0	586	0
Stage 1	550	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	242	533	-	-	955	-
Stage 1	576	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	228	533	-	-	955	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	22.4	0	0.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	334	955	-	
HCM Lane V/C Ratio	-	-	0.387	0.042	-	
HCM Control Delay (s)	-	-	22.4	8.9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	8	214	8	20	445
Future Vol, veh/h	27	8	214	8	20	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	29	9	233	9	22	484
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	766	238	0	0	242	0
Stage 1	238	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	369	798	-	-	1284	-
Stage 1	799	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	798	-	-	1284	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.6	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 413		1284	-	
HCM Lane V/C Ratio	-	- 0.092		0.017	-	
HCM Control Delay (s)	-	- 14.6		7.9	-	
HCM Lane LOS	-	- B		A	-	
HCM 95th %tile Q(veh)	-	- 0.3		0.1	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	72	24	198	40	51	420
Future Vol, veh/h	72	24	198	40	51	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	9	9	9	9
Mvmt Flow	85	28	233	47	60	494
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	871	257	0	0	280	0
Stage 1	257	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281	-
Pot Cap-1 Maneuver	320	779	-	-	1243	-
Stage 1	784	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	299	779	-	-	1243	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	19.9	0	0.9			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	353	1243	-	
HCM Lane V/C Ratio	-	-	0.32	0.048	-	
HCM Control Delay (s)	-	-	19.9	8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-	

# **APPENDIX D**

Chapter 400 of Caltrans' Highway Design Manual (HDM)

## CHAPTER 400 INTERSECTIONS AT GRADE

Intersections are planned points of conflict where two or more roadways join or cross. At-grade intersections are among the most complicated elements on the highway system, and control the efficiency, capacity, and safety for motorized and non-motorized users of the facility. The type and operation of an intersection is important to the adjacent property owners, motorists, bicyclists, pedestrians, transit operators, the trucking industry, and the local community.

There are two basic types of at grade intersections: crossing and circular. It is not recommended that intersections have more than four legs. Occasionally, local development and land uses create the need for a more complex intersection design. Such intersections may require a specialized intersection design to handle the specify traffic demands at that location. In addition to the guidance in this manual, see Traffic Operations Policy Directive (TOPD) Number 13-02: Intersection Control Evaluation (ICE) for direction and procedures on the evaluation, comparison and selection of the intersection types and control strategies identified in Index 401.5. Also refer to the Complete Streets Intersection Guide for further information.

### Topic 401 - Factors Affecting Design

#### Index 401.1 - General

At-grade intersections must handle a variety of conflicts among users, which includes truck, transit, pedestrians, and bicycles. These recurring conflicts play a major role in the preparation of design standards and guidelines. Arriving, departing, merging, turning, and crossing paths of moving pedestrians, bicycles, truck, and vehicular traffic have to be accommodated within a relatively small area. The objective of designing an intersection is to effectively balance the convenience, ease, and comfort of the users, as well as the human factors, with moving traffic (automobiles, trucks, motorcycles, transit vehicles, bicycles, pedestrians, etc.). The safety and mobility needs of motorist, bicyclist and pedestrians as well as their movement

patterns in intersections must be analyzed early in the planning phase and then followed through appropriately during the design phase of all intersections on the State highway. It is Departmental policy to develop integrated multimodal projects in balance with community goals, plans, and values.

The Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians contains a primer on the factors to consider when designing intersections. It is published by the California Division of Traffic Operations.

#### 401.2 Human Factors

- (1) *The Driver.* An appreciation of driver performance is essential to proper highway design and operation. The suitability of a design rests as much on how safely and efficiently drivers are able to use the highway as on any other criterion.

Motorist's perception and reaction time set the standards for sight distance and length of transitions. The driver's ability to understand and interpret the movements and crossing times of the other vehicle drivers, bicyclists, and pedestrians using the intersection is equally important when making decisions and their associated reactions. The designer needs to keep in mind the user's limitations and therefore design intersections so that they meet user expectation.

- (2) *The Bicyclist.* Bicyclist experience, skills and physical capabilities are factors in intersection design. Intersections are to be designed to help bicyclists understand how to traverse the intersection. Chapter 1000 provides intersection guidance for Class I and Class III bikeways that intersect the State highway system. The guidance in this chapter specifically relates to bicyclists that operate within intersections on the State highway system.
- (3) *The Pedestrian.* Understanding how pedestrians will use an intersection is critical because pedestrian volumes, their age ranges, physical ability, etc. all factor in to their startup time and the time it takes them to cross an intersection and thus, dictates how to design

the intersection to avoid potential conflicts with bicyclists and motor vehicles. The guidance in this chapter specifically relates to pedestrian travel within intersections on the State highway system. See Topic 105, Pedestrian Facilities, Design Information Bulletin 82 - "Pedestrian Accessibility Guidelines for Highway Projects," the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, and the California Manual on Uniform Traffic Control Devices (California MUTCD) for additional guidance.

### 401.3 Traffic Considerations

Good intersection design clearly indicates to bicyclists and motorists how to traverse the intersection (see Figure 403.6A). Designs that encourage merging traffic to yield to through bicycle and motor vehicle traffic are desirable.

The size, maneuverability, and other characteristics of bicycles and motorized vehicles (automobiles, trucks, transit vehicles, farm equipment, etc.) are all factors that influence the design of an intersection. The differences in operating characteristics between bicycles and motor vehicles should be considered early in design.

Table 401.3 compares vehicle characteristics to intersection design elements.

A design vehicle is a convenient means of representing a particular segment of the vehicle population. See Topic 404 for a further discussion of the uses of design vehicles.

Transit vehicles and how their stops interrelate with an intersection, pedestrian desired walking patterns and potential transfers to other transit facilities are another critical factor to understand when designing an intersection. Transit stops and their placement needs to take into account the required maintenance operations that will be needed and usually supplied by the Transit Operator.

### 401.4 The Physical Environment

In highly developed urban areas, where right of way is usually limited, the volume of vehicular traffic, pedestrians, and bicyclists may be large, street parking exists, and transit stops (for both buses and light rail) are available. All interact in a variety of movements that contribute to and add to the

complexity of a State highway and can result in busy intersections.

Industrial development may require special attention to the movement of large trucks.

Rural areas where farming occurs may require special attention for specialized farm equipment. In addition, rural cities or town centers (rural main streets) also require special attention.

Rural intersections in farm areas with low traffic volumes may have special visibility problems or require shadowing of left-turn vehicles from high speed approach traffic.

**Table 401.3**

Vehicle Characteristics	Intersection Design Element Affected
Length	Length of storage lane
Width	Lane width
Height	Clearance to overhead signs and signals
Wheel base	Corner radius and width of turning lanes
Acceleration	Tapers and length of acceleration lane
Deceleration	Tapers and length of deceleration lane

There are many factors to be considered in the design of intersections, with the goal to achieve a functional, safe and efficient intersection for all users of the facility. The location and level of use by various modes will have an impact on intersection design, and therefore should be considered early in the design process. In addition to current levels of use, it is important to consider future travel patterns for vehicles, including trucks; pedestrian and bicycle demand and the future expansion of transit.

### 401.5 Intersection Type

Intersection types are characterized by their basic geometric configuration, and the form of intersection traffic control that is employed:

*(1) Geometric Configurations*

- (a) Crossing-Type Intersections - “Tee” and 4-legged intersections
- (b) Circular Intersections –roundabouts, traffic circles, rotaries; however, only roundabouts are acceptable for State highways.
- (c) Alternative Intersection Designs – various effective geometric alternatives to traditional designs that can reduce crashes and their severity, improve operations, reduce congestion and delay typically by reducing or altering the number of conflict points; these alternatives include geometric design features such as intersections with displaced left-turns or variations on U-turns.

*(2) Intersection Control strategies, See California MUTCD and Traffic Operations Policy Directive (TOPD) Number 13-02, Intersection Control Evaluation for procedures and guidance on how to evaluate, compare and select from among the following intersection control strategies:*

- (a) Two-Way Stop Controlled - for minor road traffic
- (b) All-Way Stop Control
- (c) Signal Control
- (d) Yield Control (Roundabout)

Historically, crossing-type intersections with signal or “STOP”-control have been used on the State highway system. However, other intersection types, given the appropriate circumstances may enhance intersection performance through fewer or less severe crashes and improve operations by reducing overall delay. Alternative intersection geometric designs should be considered and evaluated early in the project scoping, planning and decision-making stages, as they may be more efficient, economical and safer solutions than traditional designs. Alternative intersection designs can effectively balance the safety and mobility needs of the motor vehicle drivers, transit riders, bicyclists and pedestrians using the intersection.

**401.6 Transit**

Transit use may range from periodic buses, handled as part of the normal mix of vehicular traffic, to Bus

Rapid Transit (BRT) or light rail facilities which can have a large impact on other users of the intersection. Consideration of these modes should be part of the early planning and design of intersections.

**Topic 402 - Operational Features Affecting Design****402.1 Capacity**

Adequate capacity to handle peak period traffic demands is a basic goal of intersection design.

- (1) *Unsignalized Intersections.* The “Highway Capacity Manual”, provides methodology for capacity analysis of unsignalized intersections controlled by “STOP” or “YIELD” signs. The assumption is made that major street traffic is not affected by the minor street movement. Unsignalized intersections generally become candidates for signalization when traffic backups begin to develop on the cross street or when gaps in traffic are insufficient for drivers to yield to crossing pedestrians. See the California MUTCD, for signal warrants. Changes to intersection controls must be coordinated with District Traffic Branch.
- (2) *Signalized Intersections.* See Topic 406 for analysis of simple signalized intersections, including ramps. The analysis of complex and alternative intersections should be referred to the District Traffic Branch; also see Traffic Operations Policy Directive (TOPD) Number 13-02.
- (3) *Roundabout Intersections.* See TOPD Number 13-02 for screening process and the Intersection Control Evaluation(ICE) Process Informational Guide for operational analysis methods and tools.

**402.2 Collisions**

- (1) *General.* Intersections have a higher potential for conflict compared to other sections of the highway because travel is interrupted, traffic streams cross, and many types of turning movements occur.

The type of traffic control affects the type of collisions. Signalized intersections tend to have more rear end and same-direction

sideswipes than intersections with “STOP”-control on minor legs. Roundabouts experience few angle or crossing collisions. Roundabouts reduce the frequency and severity of collisions, especially when compared to the performance of signalized intersections in high speed environments. Other alternative intersection types are configurations to consider for minimizing the number of conflict points.

(2) *Undesirable Geometric Features.*

- Inadequate approach sight distance.
- Inadequate corner sight distance.
- Steep grades.
- Five or more approaches.
- Presence of curves within intersections(unless at roundabouts).
- Inappropriately large curb radii.
- Long pedestrian crossing distances.
- Intersection Angle <75 degrees (see Topic 403).

### 402.3 On-Street Parking

On-street parking generally decreases through-traffic capacity, impedes traffic flow, and increases crash potential. Where the primary service of the arterial is the movement of vehicles, it may be desirable to prohibit on-street parking on State highways in urban and suburban expressways and rural arterial sections. However, within urban and suburban areas and in rural communities located on State highways, on-street parking should be considered in order to accommodate existing land uses. Where adequate off-street parking facilities are not available, the designer should consider on-street parking, so that the proposed highway improvement will be compatible with the land use. On-street parking as well as off-street parking needs to comply with DIB82. See AASHTO, A Policy on Geometric Design of Highways and Streets for additional guidance related to on-street parking.

### 402.4 Consider All Users

Intersections should accommodate all users of the facility, including vehicles, bicyclists, pedestrians and transit. Bicycles have all the rights and responsibilities as motorist per the California

Vehicle Code, but should have separate consideration of their needs, even separate facilities if volumes warrant. Pedestrians should not be prohibited from crossing one or more legs of an intersection, unless no other safe alternative exists. Pedestrians can be prohibited from crossing one or more legs of an intersection if a reasonable alternate route exists and there is a demonstrated need to do so. All pedestrian facilities shall be ADA compliant as outlined in DIB 82. Transit needs should be determined early in the planning and design phase as their needs can have a large impact on the performance of an intersection. Transit stops in the vicinity of intersections should be evaluated for their effect on the safety and operation of the intersection(s) under study. See Topic 108 for additional information.

### 402.5 Speed-Change Areas

Speed-change areas for vehicles entering or leaving main streams of traffic are beneficial to the safety and efficiency of an intersection. Entering traffic merges most efficiently with through traffic when the merging angle is less than 15 degrees and when speed differentials are at a minimum.

## Topic 403 - Principles of Channelization

### 403.1 Preference to Major Movements

The provision of direct free-flowing high-standard alignment to give preference to major movements is good channelization practice. This may require some degree of control of the minor movements such as stopping, funneling, or even eliminating them. These controlling measures should conform to natural paths of movement and should be introduced gradually to promote smooth and efficient operation.

### 403.2 Areas of Conflict

Large multilane undivided intersection areas are undesirable. The hazards of conflicting movements are magnified when motorists, bicyclists, and pedestrians are unable to anticipate movements of other users within these areas. Channelization reduces areas of conflict by separating or regulating traffic movements into definite paths of travel by the use of pavement markings or traffic islands.

Multilane undivided intersections, even with signalization, are more difficult for pedestrians to cross. Providing pedestrian refuge islands enable pedestrians to cross fewer lanes at a time.

See Index 403.7 for traffic island guidance when used as pedestrian refuge. Curb extensions shorten crossing distance and increase visibility. See Index 303.4 for curb extensions.

### 403.3 Angle of Intersection

A right angle (90°) intersection provides the most favorable conditions for intersecting and turning traffic movements. Specifically, a right angle provides:

- The shortest crossing distance for motor vehicles, bicycles, and pedestrians.
- Sight lines which optimize corner sight distance and the ability of motorists to judge the relative position and speed of approach traffic.
- Intersection geometry that can reduce vehicle turning speeds so collisions are more easily avoided and the severity of collisions are minimized.
- Intersection geometry that sends a message to turning bicyclists and motorists that they are making a turning movement and should yield as appropriate to through traffic on the roadway they are leaving, to traffic on the receiving roadway, and to pedestrians crossing the intersection.

Minor deviations from right angles are generally acceptable provided that the potentially detrimental impact on visibility and turning movements for large trucks (see Topic 404) can be mitigated. However, large deviations from right angles may decrease visibility, hamper certain turning operations, and will increase the size of the intersection and therefore crossing distances for bicyclists and pedestrians, may encourage high speed turns, and may reduce yielding by turning traffic. When a right angle cannot be provided due to physical constraints, the interior angle should be designed as close to 90 degrees as is practical, but should not be less than 75 degrees. Mitigation should be considered for the affected intersection design features. (See Figure 403.3A). A 75 degree angle does not unreasonably increase the crossing distance or generally decrease visibility. Class II

bikeway crossings at railroads follow similar guidance to Class I bikeway crossings at railroads, see Index 1003.5(3), and Figure 403.3B.

A characteristic of skewed intersection angles is that they result in larger intersections.

When existing intersection angles are less than 75 degrees, the following retrofit improvement strategies should be considered:

- Realign the subordinate intersection legs if the new alignment and intersection location(s) can be designed without introducing new geometric or operational deficiencies.
- Provide acceleration lanes for difficult turning movements due to radius or limited visibility.
- Restrict problematic turning movements; e.g. for minor road left turns with potentially limited visibility.
- Provide refuge areas for pedestrians at very long crossings.

For additional guidance on the above and other improvement strategies, consult with the District Design Liaison or HQ Traffic Liaison.

Particular attention should be given to skewed angles on curved alignment with regards to sight distance and visibility. Crossroads skewed to the left have more restricted visibility for drivers of vans and trucks than crossroads skewed to the right. In addition, severely skewed intersection angles, coupled with steep downgrades (generally over 4 percent) can increase the potential for high centered vehicles to overturn where the vehicle is on a downgrade and must make a turn greater than 90 degrees onto a crossroad. These factors should be considered in the design of skewed intersections.

### 403.4 Points of Conflict

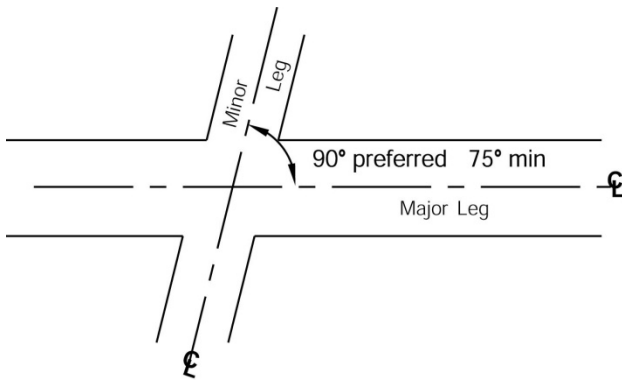
Channelization separates and clearly defines points of conflict within the intersection. Bicyclists, pedestrians and motorists should be exposed to only one conflict or confronted with one decision at a time.

Speed-change areas for diverging traffic should provide adequate length clear of the through lanes to permit vehicles to decelerate after leaving the through lanes.

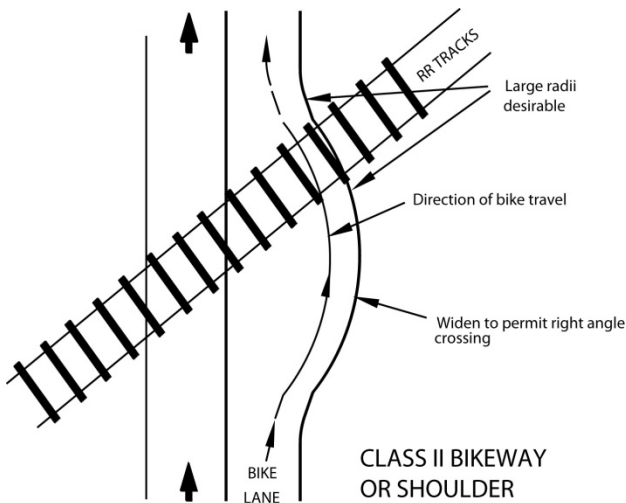
March 7, 2014

See AASHTO, A Policy on Geometric Design of Highways and Streets for additional guidance on speed-change lanes.

**Figure 403.3A**  
**Angle of Intersection**  
**(Minor Leg Skewed to the Right)**



**Figure 403.3B**  
**Class II Bikeway**  
**Crossing Railroad**



#### 403.5 (Currently Not In Use)

#### 403.6 Turning Traffic

A separate turning lane removes turning movements from the intersection area. Abrupt changes in alignment or sight distance should be avoided, particularly where traffic turns into a separate turning lane from a high-standard through facility.

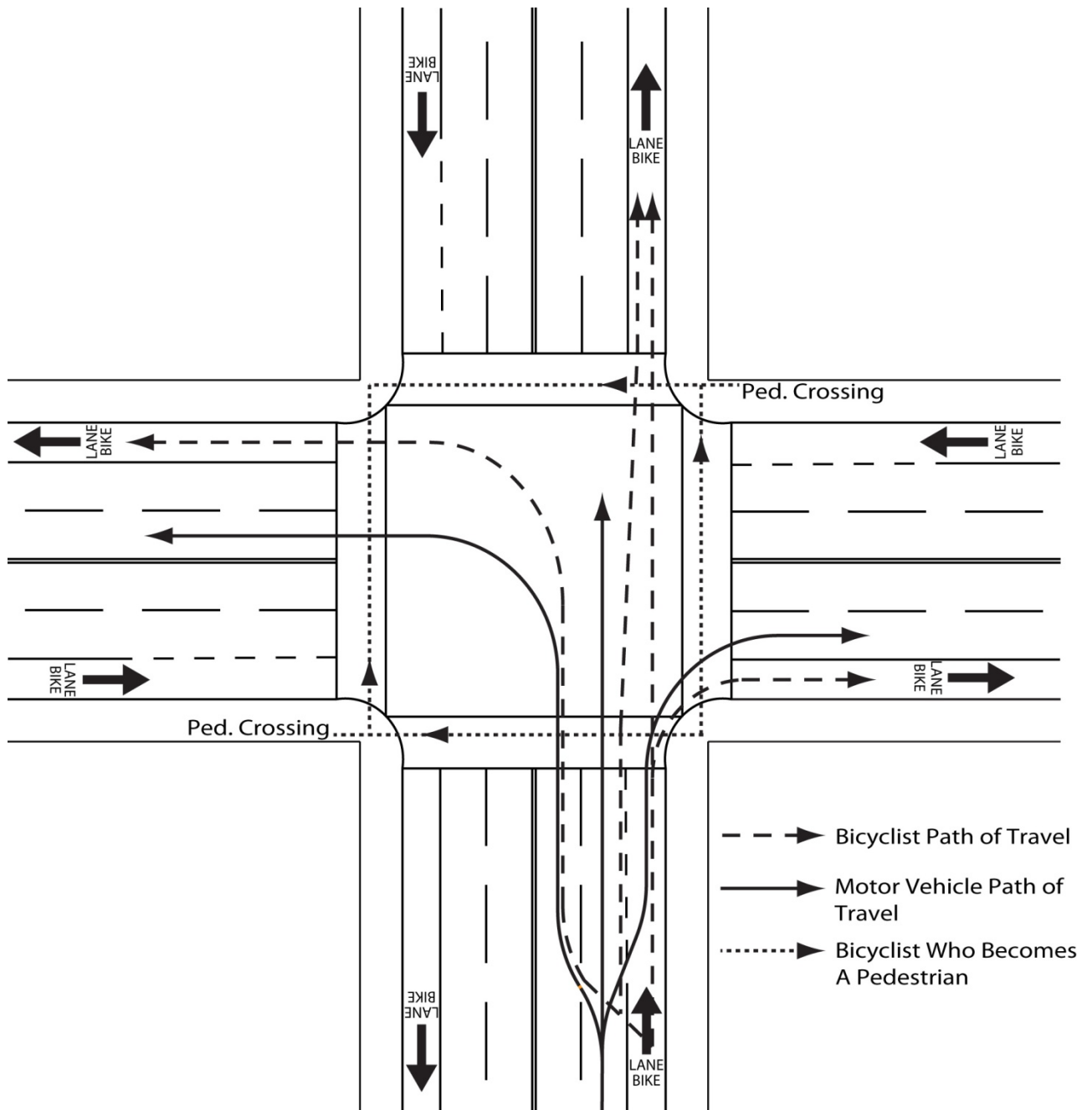
For wide medians, consider the use of offset left-turn lanes at both signalized and unsignalized intersections. Opposing left-turn lanes are offset or shifted as far to the left as practical by reducing the width of separation immediately before the intersection. Rather than aligning the left-turn lane exactly parallel with and adjacent to the through lane, the offset left-turn lane is separated from the adjacent through lane. Offset left-turn lanes provide improved visibility of opposing through traffic. For further guidance on offset left-turn lanes, see AASHTO, A Policy on Geometric Design of Highways and Streets.

- (1) *Treatment of Intersections with Right-Turn-Only Lanes.* Most motor vehicle/bicycle collisions occur at intersections. For this reason, intersection design should be accomplished in a manner that will minimize confusion by motorists and bicyclists, eliminate ambiguity and induce all road users to operate in accordance with the statutory rules of the road in the California Vehicle Code. Right-turn-only lanes should be designed to meet user expectations and reduce conflicts between vehicles and bicyclists.

Figure 403.6A illustrates a typical at-grade intersection of multilane streets without right-turn-only lanes. Bike lanes or shoulders are included on all approaches. Some common movements of motor vehicles and bicycles are shown. A prevalent crash type is between straight-through bicyclists and right-turning motorists, who do not yield to through bicyclists.

Optional right-turn lanes should not be used in combination with right-turn-only lanes on roads where bicycle travel is permitted. The use of optional right-turn lanes in combination with right-turn-only lanes is not recommended in any case where a Class II bike lane is present. This may increase the need for dual or triple right-turn-only lanes, which have

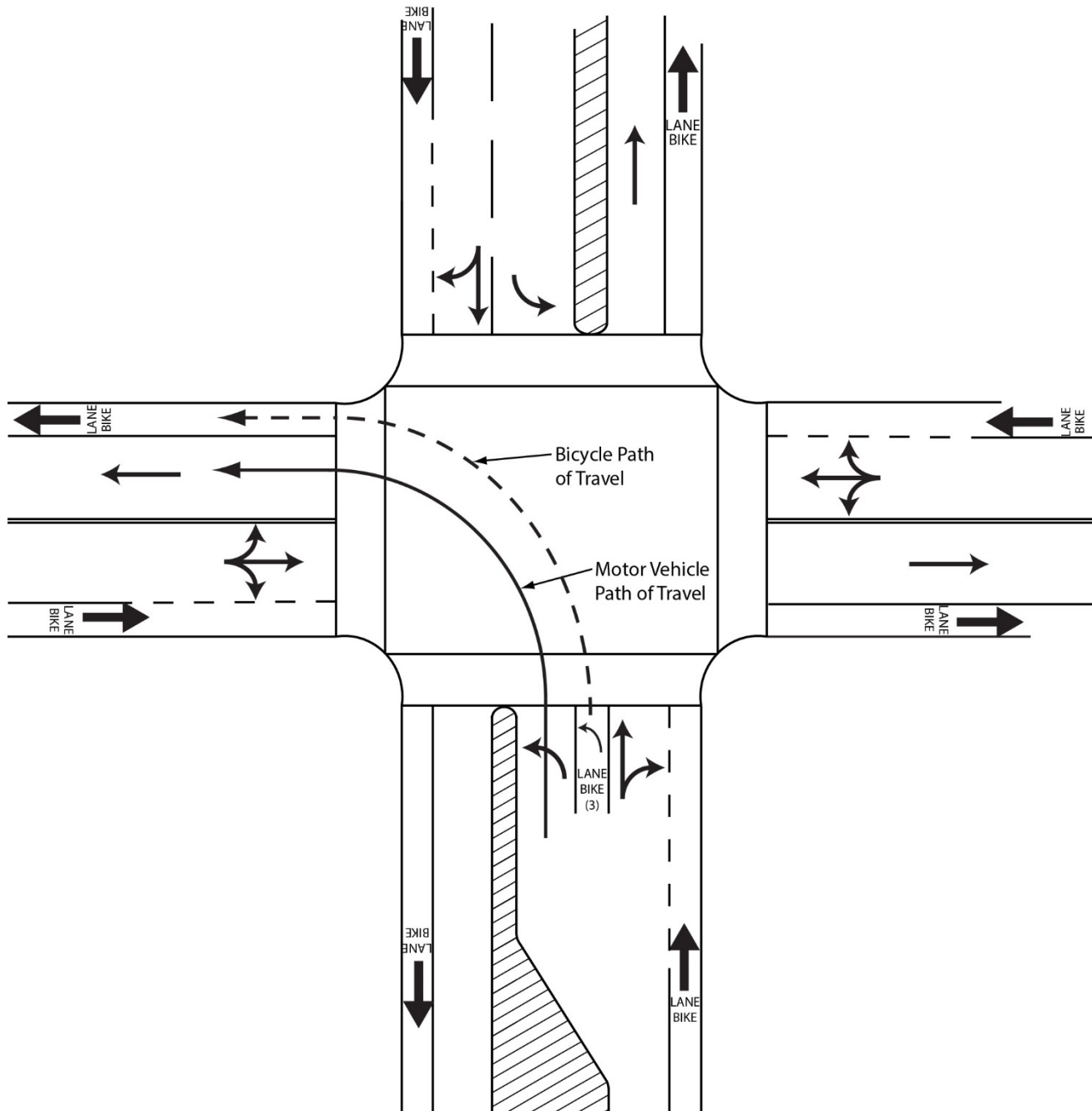
Figure 403.6A

**Typical Bicycle and Motor Vehicle Movements at Intersections of Multilane Streets without Right-Turn-Only Lanes**

NOTE:

Only one direction is shown for clarity.

**Figure 403.6B**  
**Bicycle Left-Turn-Only Lane**



NOTES:

- (1) For bicycle lane markings, see the California MUTCD.
- (2) Bicycle detectors are necessary for signalized intersections.
- (3) Left-turn bicycle lane should have receiving bike lane or shoulder.

challenges with visibility between turning vehicles and pedestrians. Multiple right-turn-only lanes should not be free right-turns when there is a pedestrian crossing. If there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes, the intersection should be controlled by a pedestrian signal head, or geometrically designed such that pedestrians cross only one turning lane at a time.

Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted, except where posted speed is greater than 40 mph, the minimum width should be 6 feet. Configurations that create a weaving area without defined lanes should not be used.

For signing and delineation of bicycle lanes at intersections, consult District Traffic Operations.

Figure 403.6B depicts an intersection with a left-turn-only bicycle lane, which should be considered when bicycle left-turns are common. A left-turn-only bicycle lane may be considered at any intersection and should always be considered as a tool to provide mobility for bicyclists. Signing and delineation options for bicycle left-turn-only lanes are shown in the California MUTCD.

- (2) *Design of Intersections at Interchanges.* The design of at-grade intersections at interchanges should be accomplished in a manner that will minimize confusion of motorists, bicyclists, and pedestrians. Higher speed, uncontrolled entries and exits from freeway ramps should not be used at the intersection of the ramps with the local road. The smallest curb return radius should be used that accommodates the design vehicle. Intersections with interior angles close to 90 degrees reduce speeds at conflict points between motorists, bicyclists, and pedestrians. The intersection skew guidance in Index 403.3 applies to all ramp termini at the local road.

### 403.7 Refuge Areas

Traffic islands should be used to provide refuge areas for bicyclists and pedestrians. See Index 405.4 for further guidance.

### 403.8 Prohibited Turns

Traffic islands may be used to direct bicycle and motorized vehicle traffic streams in desired directions and prevent undesirable movements. Care should be taken so that islands used for this purpose accommodate convenient and safe pedestrian and bicycle crossings, drainage, and striping options. See Topic 303.

### 403.9 Effective Signal Control

At intersections with complex turning movements, channelization is required for effective signal control. Channelization permits the sorting of approaching bicycles and motorized vehicles which may move through the intersection during separate signal phases. Pedestrians may also have their own signal phase. This requirement is of particular importance when traffic-actuated signal controls are employed.

The California MUTCD has warrants for the placement of signals to control vehicular, bicycle and pedestrian traffic. Pedestrian activated devices, signals or beacons are not required, but must be evaluated where directional, multilane, pedestrian crossings occur. These locations may include:

- Mid-block street crossings;
- Channelized turn lanes;
- Ramp entries and exits; and
- Roundabouts.

The evaluation, selection, programming and use of a chosen device should be done with guidance from District Traffic Operations.

### 403.10 Installation of Traffic Control Devices

Channelization may provide locations for the installation of essential traffic control devices, such as “STOP” and directional signs. See Index 405.4 for information about the design of traffic islands.

### 403.11 Summary

- Give preference to the major move(s).

- Reduce areas of conflict.
- Reduce the duration of conflicts.
- Cross traffic at right angles or skew no more than 75 degrees. (90 degrees preferred.)
- Separate points of conflict.
- Provide speed-change areas and separate turning lanes where appropriate.
- Provide adequate width to shadow turning traffic.
- Restrict undesirable moves with traffic islands.
- Coordinate channelization with effective signal control.
- Install signs in traffic islands when necessary but avoid building conflicts one or more modes of travel.
- Consider all users.

### 403.12 Other Considerations

- An advantage of curbed islands is they can serve as pedestrian refuge. Where curbing is appropriate, consideration should be given to mountable curbs. See Topic 303 for more guidance.
- Avoid complex intersections that present multiple choices of movement to the motorist and bicyclist.
- Traffic safety should be considered. Collision records provide a valuable guide to the type of channelization needed.

## Topic 404 - Design Vehicles

### 404.1 General

Any vehicle, whether car, bus, truck, or recreational vehicle, while turning a curve, covers a wider path than the width of the vehicle. The outer front tire can generally follow a circular curve, but the inner rear tire will swing in toward the center of the curve.

Some terminology is vital to understanding the engineering concepts related to design vehicles. See Index 62.4 Interchanges and Intersection at Grade for terminology.

### 404.2 Design Considerations

It may not be necessary to provide for design vehicle turning movements at all intersections along the State route if the design vehicle's route is restricted or it is not expected to use the cross street frequently. Discuss with Traffic Operations and the local agency before a turning movement is not provided. The goal is to minimize possible conflicts between vehicles, bicycles, pedestrians, and other users of the roadway, while providing the minimum curb radii appropriate for the given situation.

Both the tracking width and swept width should be considered in the design of roadways for use of the roadway by design vehicles.

Tracking width lines delineate the path of the vehicle tires as the vehicle moves through the turn.

Swept width lines delineate the path of the vehicle body as the vehicle moves through the turn and will therefore always exceed the tracking width. The following list of criteria is to be used to determine whether the roadway can accommodate the design vehicle.

#### (1) *Traveled way.*

- (a) To accommodate turn movements(e.g., at intersections, driveways, alleys, etc.),the travel way width and intersection design should be such that tracking width and swept width lines for the design vehicle do not cross into any portion of the lane for opposing traffic. Encroachment into the shoulder and bike lane is permitted.

- (b) Along the portion of roadway where there are no turning options, vehicles are required to stay within the lane lines. **The tracking and swept widths lines for the design vehicle shall stay within the lane as defined in Index 301.1 and Table 504.3A.** This includes no encroachment into Class II bike lanes.

- (2) *Shoulders.* Both tracking width and swept width lines may encroach onto paved shoulders to accommodate turning. For design projects where the tracking width lines are shown to encroach onto paved shoulders, the shoulder pavement structure should be engineered to sustain the weight of the design vehicle. See Index 613 for general traffic loading

considerations and Index 626 for tied rigid shoulder guidance. At corners where no sidewalks are provided and pedestrians are using the shoulder, a paved refuge area may be provided outside the swept width of turning vehicle.

- (3) *Curbs and Gutters.* Tires may not mount curbs. If curb and gutter are present and any portion of the gutter pan is likewise encroached, the gutter pan must be engineered to match the adjacent shoulder pavement structure. See Index 613.5(2)(c) for gutter pan design guidance.
- (4) *Edge of Pavement.* To accommodate a turn, the swept width lines may cross the edge of pavement provided there are no obstructions. The tracking width lines shall remain on the pavement structure, including the shoulder, provided that the shoulder is designed to support vehicular traffic. If truck volumes are high, consideration of a wider shoulder is encouraged in order to preserve the pavement edge.
- (5) *Bicycle Lanes.* Where bicycle lanes are considered, the design guidance noted above applies. Vehicles are permitted to cross a bicycle lane to initiate or complete a turning movement or for emergency parking on the shoulder. See the California MUTCD for Class II bike lane markings.

To accommodate turn movements (e.g., intersections, driveways, alleys, etc. are present), both tracking width and swept width lines may cross the broken white painted bicycle lane striping in advance of the right-turn, entering the bicycle lane when clear to do so.

- (6) *Sidewalks.* Tracking width and swept width lines must not encroach onto sidewalks or pedestrian refuge areas, without exception.
- (7) *Obstacles.* Swept width lines may not encroach upon obstacles including, but not limited to, curbs, islands, sign structures, traffic delineators/channelizers, traffic signals, lighting poles, guardrails, trees, cut slopes, and rock outcrops.
- (8) *Appurtenances.* Swept width lines do not include side mirrors or other appurtenances allowed by the California Vehicle Code, thus,

accommodation to non-motorized users of the facility and appurtenances should be considered.

If both the tracking width and swept width lines meet the design guidance listed above, then the geometry is adequate for that design vehicle. Consideration should be given to pedestrian crossing distance, motor vehicle speeds, truck volumes, alignment, bicycle lane width, sight distance, and the presence of on-street parking.

Note that the STAA Design Vehicle has a template with a 56-foot (minimum) and a 67-foot (longer) radius and the California Legal Design Vehicle has a template with 50-foot (minimum) and 60-foot (longer) radii. The longer radius templates are more conservative. The longer radius templates develop less swept width and leave a margin of error for the truck driver. The longer radius templates should be used for conditions where the vehicle may not be required to stop before entering the intersection.

The minimum radius template can be used if the longer radius template does not clear all obstacles. The minimum radius templates demonstrate the tightest turn that the vehicles can navigate, assuming a speed of less than 10 miles per hour.

For offtracking lane width requirements on freeway ramps, see Topic 504.

### 404.3 Design Tools

District Truck Managers should be consulted early in the project to ensure compliance with the design vehicle guidance contained in Topic 404. Consult local agencies to verify the location of local truck routes. Essentially, two options are available – templates or computer software.

- The turning templates in Figures 404.5A through G are a design aid for determining the swept width and/or tracking width of large vehicles as they maneuver through a turn. The templates can be used as overlays to evaluate the adequacy of the geometric layout of a curve or intersection when reproduced on clear film and scaled to match the highway drawings. These templates assume a vehicle speed of less than 10 miles per hour.
- Computer software such as AutoTURN or AutoTrak can draw the swept width and/or tracking width along any design curve within a CADD drawing program such as MicroStation

or AutoCAD. Dimensions taken from the vehicle diagrams in Figures 404.5A through G may be inputted into the computer program by creating a custom vehicle if the vehicle is not already included in the software library. The software can also create a vehicle turn template that conforms to any degree curve desired.

#### 404.4 Design Vehicles and Related Definitions

(1) *The Surface Transportation Assistance Act of 1982 (STAA).*

(a) **STAA Routes.** STAA allows certain longer trucks called STAA trucks to operate on the National Network. After STAA was enacted, the Department evaluated State routes for STAA truck access and created Terminal Access and Service Access routes which, together with the National Network, are called the STAA Network. Terminal Access routes allow STAA access to terminals and facilities. Service Access routes allow STAA trucks one-mile access off the National Network, but only at identified exits and only for designated services. Service Access routes are primarily local roads. A “Truck Route Map,” indicating the National Network routes and the Terminal Access routes is posted on the Department’s Office of Commercial Vehicle Operations website and is also available in printed form.

(b) **STAA Design Vehicle.** The STAA design vehicle is a truck tractor-semitrailer combination with a 48-foot semitrailer, a 43-foot kingpin-to-rear-axle (KPRA) distance, an 8.5-foot body and axle width, and a 23-foot truck tractor wheelbase. Note, a truck tractor is a non-load-carrying vehicle. There is also a STAA double (truck tractor-semitrailer-trailer); however, the double is not used as the design vehicle due to its shorter turning radius. The STAA Design Vehicle is shown in Figures 404.5A and B.

The STAA Design Vehicle in Figures 404.5A or B should be used on the National Network, Terminal Access, California Legal, and Advisory routes.

(c) **STAA Vehicle – 53-Foot Trailer.** Another category of vehicle allowed only on STAA routes has a maximum 53-foot trailer, a maximum 40-foot KPRA for two or more axles, a maximum 38-foot KPRA for a single axle, and unlimited overall length. This vehicle is not to be used as the design vehicle as it is not the worst case for offtracking due to its shorter KPRA. The STAA Design Vehicle should be used instead.

(2) *California Legal.*

(a) **California Legal Routes.** Virtually all State routes off the STAA Network are California Legal routes. There are two types of California Legal routes, the regular California Legal routes and the KPRA Advisory Routes. Advisory routes have signs posted that state the maximum KPRA length that the route can accommodate without the vehicle offtracking outside the lane. KPRA advisories range from 30 feet to 38 feet, in 2-foot increments. California Legal vehicles are allowed to use both types of California Legal routes. California Legal vehicles can also use the STAA Network. However, STAA trucks are not allowed on any California Legal routes. The Truck Route Map indicating the California Legal routes is posted on the Department’s Office of Commercial Vehicle Operations website.

(b) **California Legal Design Vehicle.** The California Legal vehicle is a truck tractor-semitrailer with the following dimensions: the maximum overall length is 65 feet; the maximum KPRA distance is 40 feet for semitrailers with two or more axles, and 38 feet for semitrailers with a single axle; the maximum width is 8.5 feet. There are also two categories of California Legal doubles (truck tractor-semitrailer-trailer); however, the doubles are not used as the design vehicle due to their shorter turning radii. The California Legal Design Vehicle is shown in Figures 404.5C and D.

The California Legal Design Vehicle in Figures 404.5C and D should only be used

when the STAA design vehicle is not feasible and with concurrence from the District Truck Manager.

(3) *40-Foot Bus.*

- (a) 40-Foot Bus Routes. All single-unit vehicles, including buses and motor trucks up to 40 feet in length, are allowed on virtually every route in California.
- (b) 40-Foot Bus Design Vehicle. The 40-Foot Bus Design Vehicle shown in Figure 404.5E is an AASHTO standard. Its 25-foot wheelbase and 40-foot length are typical of city transit buses and some intercity buses. At intersections where truck volumes are light or where the predominate truck traffic consists of mostly 3-axle units, the 40-foot bus may be used. Its wheel path sweeps a greater width than 3-axle delivery trucks, as well as smaller buses such as school buses.

(4) *45-Foot Bus & Motorhome.*

- (a) 45-Foot Bus & Motorhome Routes. The “45-foot bus and motorhome” refers to bus and motorhomes over 40 feet in length, up to and including 45 feet in length. These longer buses and motorhomes are allowed in California, but only on certain routes.

The 45-foot tour bus became legal on the National Network in 1991 and later allowed on some State routes in 1995. The 45-foot motorhome became legal in California in 2001, but only on those routes where the 45-foot bus was already allowed. A Bus and Motorhome Map indicating where these longer buses and motorhomes are allowed and where they are not allowed is posted on the Department’s Office of Commercial Vehicle Operations website.

- (b) 45-Foot Bus and Motorhome Design Vehicle. The 45-Foot Bus & Motorhome Design Vehicle shown in Figure 404.5F is used by Caltrans for the longest allowable bus and motorhome. Its wheelbase is 28.5 feet. It is also similar to the AASHTO standard 45-foot bus. Typically this should be the smallest design vehicle

used on a State highway. It may be used where the State highway intersects local streets without commercial or industrial traffic.

The 45-Foot Bus and Motorhome Design Vehicle shown in Figure 404.5F should be used in the design of all interchanges and intersections on all green routes indicated on the Bus and Motorhome Map for both new construction and rehabilitation projects. Check also the longer standard design vehicles on these routes as required – the STAA Design Vehicle and the California Legal Design Vehicle in Indexes 404.3(1) and (2).

(5) *60-Foot Articulated Bus.*

- (a) 60-Foot Articulated Bus Routes. The articulated bus is allowed a length of up to 60 feet per CVC 35400(b)(3)(A). This bus is used primarily by local transit agencies for public transportation. There is no master listing of such routes. Local transit agencies should be contacted to determine possible routes within the proposed project.
- (b) 60-Foot Articulated Bus Design Vehicle. The 60-Foot Articulated Bus Design Vehicle shown in Figure 404.5G is an AASHTO standard. The routes served by these buses should be designed to accommodate the 60-Foot Articulated Bus Design Vehicle.

### 404.5 Turning Templates & Vehicle Diagrams

Figures 404.5A through G are computer-generated turning templates at an approximate scale of 1"=50' and their associated vehicle diagrams for the design vehicles described in Index 404.3. The radius of the template is measured to the outside front wheel path at the beginning of the curve. Figures 404.5A through G contain the terms defined as follows:

- (1) *Tractor Width* - Width of tractor body.
- (2) *Trailer Width* - Width of semitrailer body.
- (3) *Tractor Track* - Tractor axle width, measured from outside face of tires.

- (4) *Trailer Track* – Semitrailer axle width, measured from outside face of tires.
- (5) *Lock To Lock Time* - The time in seconds that an average driver would take under normal driving conditions to turn the steering wheel of a vehicle from the lock position on one side to the lock position on the other side. The default in AutoTurn software is 6 seconds.
- (6) *Steering Lock Angle* - The maximum angle that the steering wheels can be turned. It is further defined as the average of the maximum angles made by the left and right steering wheels with the longitudinal axis of the vehicle.
- (7) *Articulating Angle* - The maximum angle between the tractor and semitrailer.

## Topic 405 - Intersection Design Standards

### 405.1 Sight Distance

- (1) *Stopping Sight Distance.* See Index 201.1 for minimum stopping sight distance requirements.
- (2) *Corner Sight Distance.*
  - (a) General--At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle, bicyclist or pedestrian waiting at the crossroad and the driver of an approaching vehicle. Line of sight for all users should be included in right of way, in order to preserve sight lines.

Adequate time must be provided for the waiting user to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed.

The values given in Table 405.1A provide 7-1/2 seconds for the driver on the crossroad to complete the necessary maneuver while the approaching vehicle travels at the assumed design speed of the main highway. The 7-1/2 second criterion is normally applied to all lanes of through traffic in order to cover all possible maneuvers by the vehicle at the crossroad. However, by providing the standard corner

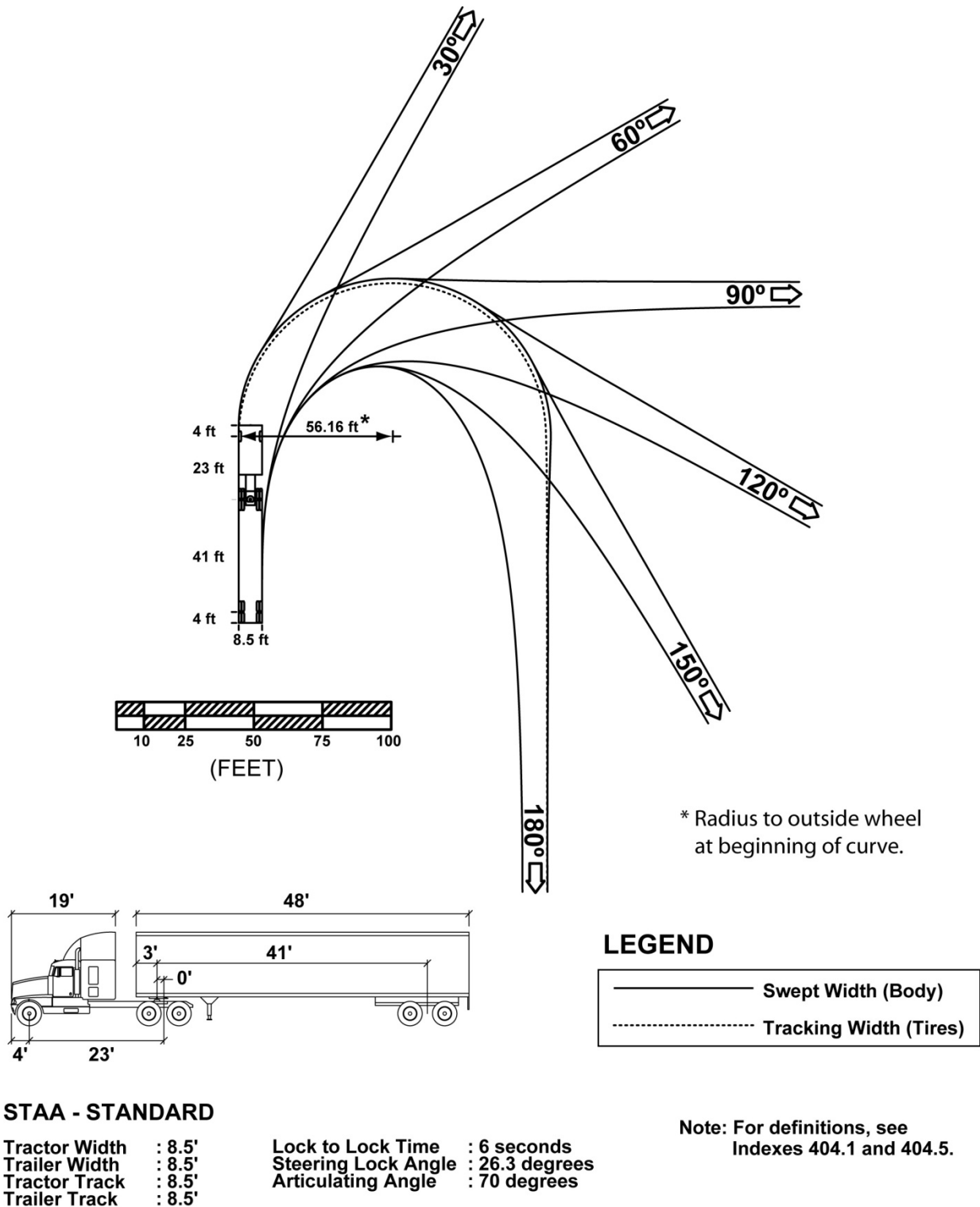
sight distance to the lane nearest to and farthest from the waiting vehicle, adequate time should be obtained to make the necessary movement. On multilane highways a 7-1/2 second criterion for the outside lane, in both directions of travel, normally will provide increased sight distance to the inside lanes. Consideration should be given to increasing these values on downgrades steeper than 3 percent and longer than 1 mile (see Index 201.3), where there are high truck volumes on the crossroad, or where the skew of the intersection substantially increases the distance traveled by the crossing vehicle.

In determining corner sight distance, a set back distance for the vehicle waiting at the crossroad must be assumed. **Set back for the driver of the vehicle on the crossroad shall be a minimum of 10 feet plus the shoulder width of the major road but not less than 15 feet.** Line of sight for corner sight distance is to be determined from a 3 and 1/2-foot height at the location of the driver of the vehicle on the minor road to a 4 and 1/4-foot object height in the center of the approaching lane of the major road as illustrated in Figure 504.3J. If the major road has a median barrier, a 2-foot object height should be used to determine the median barrier set back.

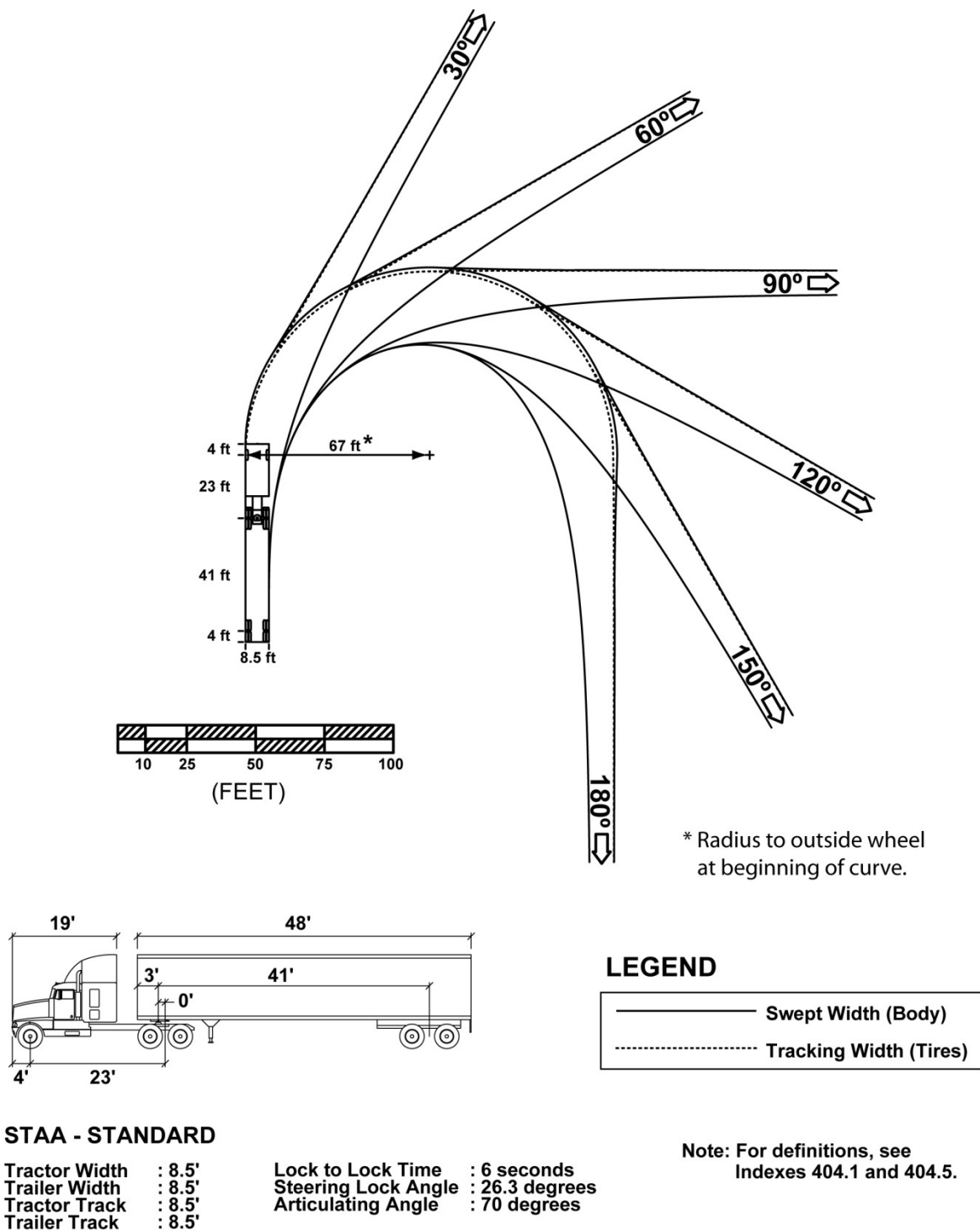
In some cases the cost to obtain 7-1/2 seconds of corner sight distances may be excessive. High costs may be attributable to right of way acquisition, building removal, extensive excavation, or immitigable environmental impacts. In such cases a lesser value of corner sight distance, as described under the following headings, may be used.

- (b) Public Road Intersections (Refer to Topic 205)--At unsignalized public road intersections (see Index 405.7) corner sight distance values given in Table 405.1A should be provided.

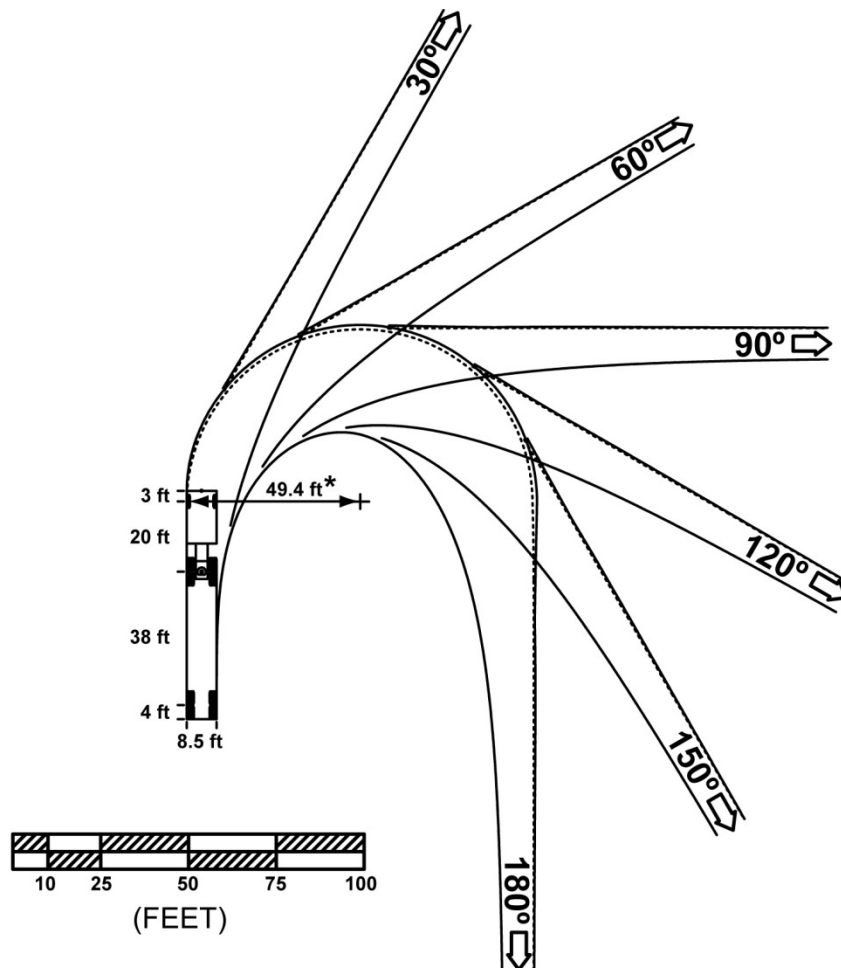
**Figure 404.5A**  
**STAA Design Vehicle**  
**56-Foot Radius**



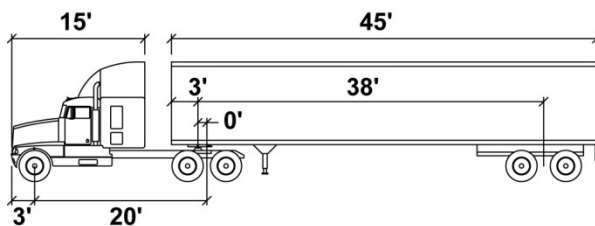
**Figure 404.5B**  
**STAA Design Vehicle**  
**67-Foot Radius**



**Figure 404.5C**  
**California Legal Design Vehicle**  
**50-Foot Radius**



\* Radius to outside wheel  
at beginning of curve.



### LEGEND

- Swept Width (Body)
- Tracking Width (Tires)

### CA LEGAL - 65 FT

Tractor Width : 8.5'  
 Trailer Width : 8.5'  
 Tractor Track : 8.5'  
 Trailer Track : 8.5'

Lock to Lock Time : 6 seconds  
 Steering Lock Angle : 26.3 degrees  
 Articulating Angle : 70 degrees

Note: For definitions, see  
Indexes 404.1 and 404.5.

**Figure 404.5D**  
**California Legal Design Vehicle**  
**60-Foot Radius**

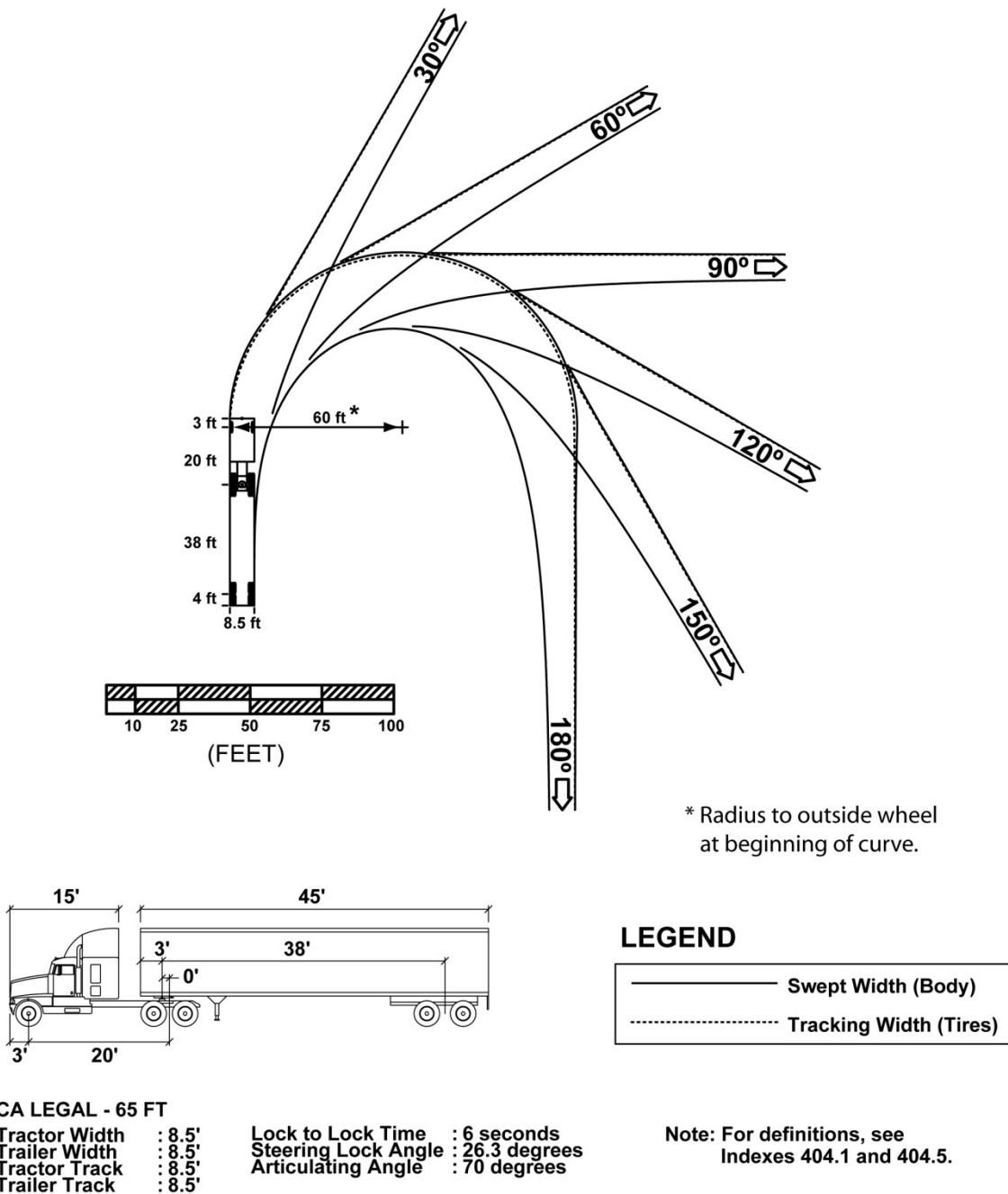
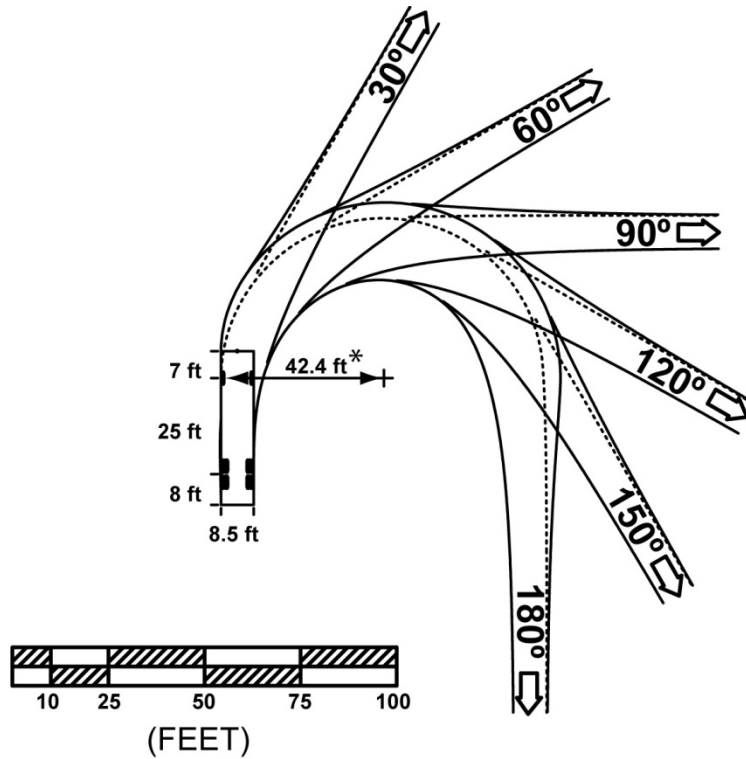
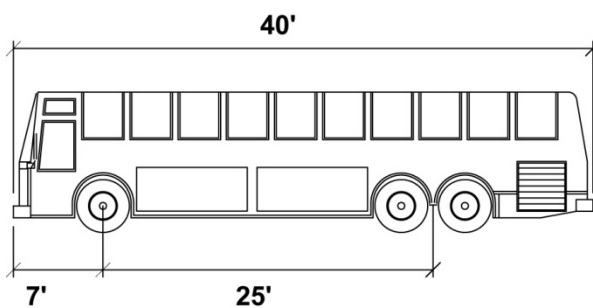


Figure 404.5E

## 40-Foot Bus Design Vehicle



\* Radius to outside wheel  
at beginning of curve.



## LEGEND

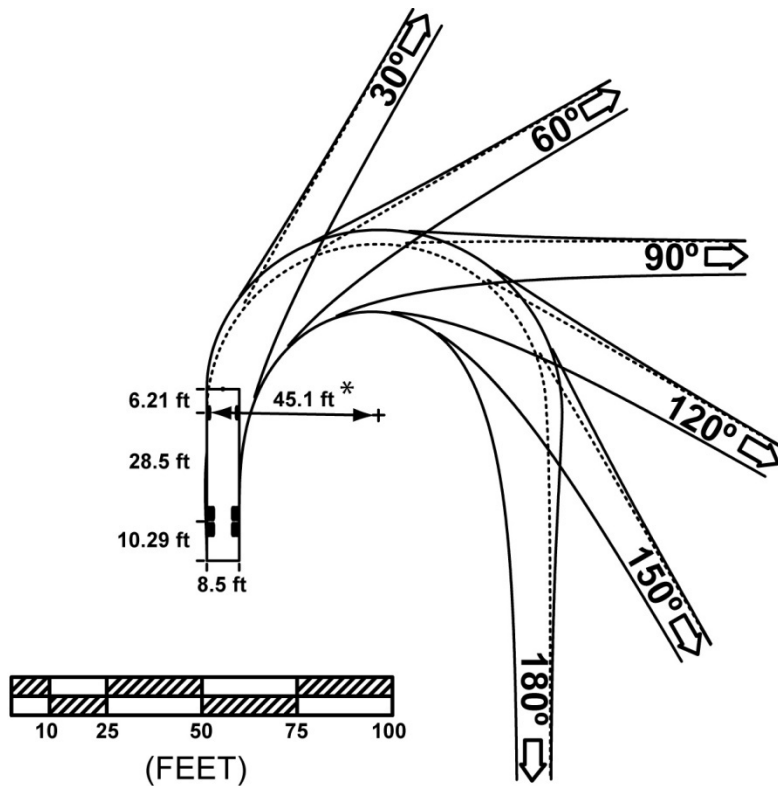
—————	Swept Width (Body)
-----	Tracking Width (Tires)

## 40' BUS

Width : 8.5'  
 Track : 8.5'  
 Lock to Lock Time : 6 seconds  
 Steering Lock Angle: 41.0 degrees

Note: For definitions, see  
Indexes 404.1 and 404.5.

**Figure 404.5F**  
**45-Foot Bus & Motorhome Design Vehicle**



\* Radius to outside wheel  
at beginning of curve.

### LEGEND

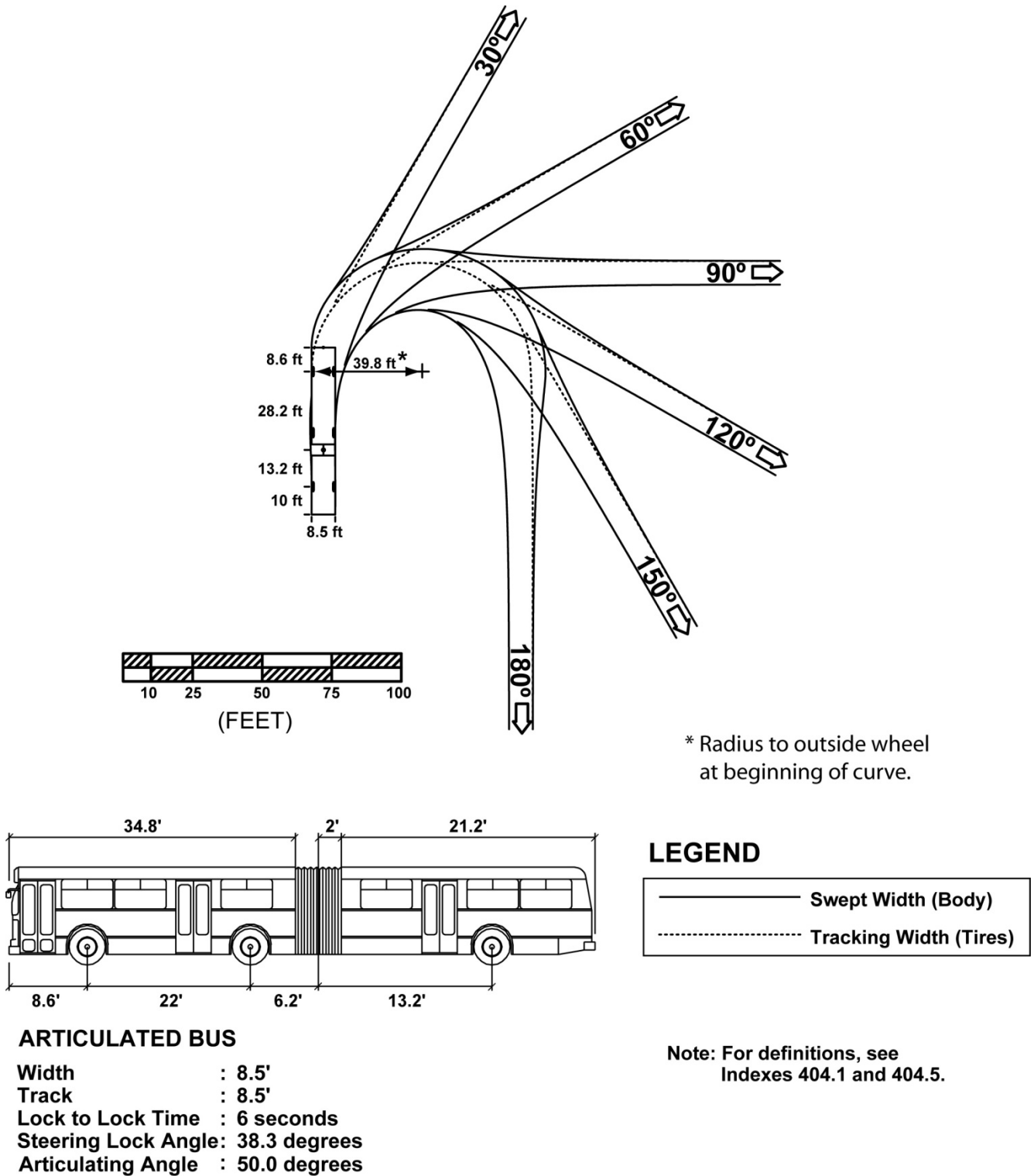
	Swept Width (Body)
	Tracking Width (Tires)

### 45' BUS

Width : 8.5'  
Track : 8.5'  
Lock to Lock Time : 6 seconds  
Steering Lock Angle: 44.3 degrees

Note: For definitions, see  
Indexes 404.1, and 404.5.

**Figure 404.5G**  
**60-Foot Articulated Bus Design Vehicle**



At signalized intersections the values for corner sight distances given in Table 405.1A should also be applied whenever possible. Even though traffic flows are designed to move at separate times, unanticipated conflicts can occur due to violation of signal, right turns on red, malfunction of the signal, or use of flashing red/yellow mode.

**Table 405.1A  
Corner Sight Distance  
(7-1/2 Second Criteria)**

Design Speed (mph)	Corner Sight Distance (ft)
25	275
30	330
35	385
40	440
45	495
50	550
55	605
60	660
65	715
70	770

Where restrictive conditions exist, similar to those listed in Index 405.1(2)(a), the minimum value for corner sight distance at both signalized and unsignalized intersections shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.

- (c) Private Road Intersections (Refer to Index 205.2) and Rural Driveways (Refer to Index 205.4)--**The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.**
- (d) Urban Driveways (Refer to Index 205.3)--Corner sight distance requirements as described above are not applied to urban driveways.
- (3) Decision Sight Distance. At intersections where the State route turns or crosses another State route, the decision sight distance values

given in Table 201.7 should be used. In computing and measuring decision sight distance, the 3.5-foot eye height and the 0.5-foot object height should be used, the object being located on the side of the intersection nearest the approaching driver.

The application of the various sight distance requirements for the different types of intersections is summarized in Table 405.1B.

**Table 405.1B  
Application of Sight Distance  
Requirements**

Intersection Types	Sight Distance		
	Stopping	Corner	Decision
Private Roads	X	X <sup>(1)</sup>	
Public Streets and Roads	X	X	
Signalized Intersections	X	(2)	
State Route Intersections & Route Direction Changes, with or without Signals	X	X	X

NOTES:

- (1) Per Index 405.1(2)(c), the minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1. See Index 405.1(2)(a) for setback requirements.
- (2) Apply corner sight distance requirements at signalized intersections whenever possible due to unanticipated violations of the signals or malfunctions of the signals. See Index 405.1(2)(b).
- (4) *Acceleration Lanes for Turning Moves onto State Highways.* At rural intersections, with "STOP" control on the local cross road, acceleration lanes for left and right turns onto the State facility should be considered. At a minimum, the following features should be evaluated for both the major highway and the cross road:
- divided versus undivided
  - number of lanes

- design speed
- gradient
- lane, shoulder and median width
- traffic volume and composition of highway users, including trucks and transit vehicles
- turning volumes
- horizontal curve radii
- sight distance
- proximity of adjacent intersections
- types of adjacent intersections

For additional information and guidance, refer to AASHTO, A Policy on Geometric Design of Highways and Streets, the Headquarters Traffic Liaison, the District Design Liaison, and the Project Delivery Coordinator.

## 405.2 Left-turn Channelization

- (1) *General.* The purpose of a left-turn lane is to expedite the movement of through traffic by, controlling the movement of turning traffic, increasing the capacity of the intersection, and improving safety characteristics.

The District Traffic Branch normally establishes the need for left-turn lanes.

- (2) *Design Elements.*

- (a) **Lane Width – The lane width for both single and double left-turn lanes on State highways shall be 12 feet.**

**For conventional State highways with posted speeds less than or equal to 40 miles per hour and AADTT (truck volume) less than 250 per lane that are in urban, city or town centers (rural main streets), the minimum lane width shall be 11 feet.**

When considering lane width reductions adjacent to curbed medians, refer to Index 303.5 for guidance on effective roadway width, which may vary depending on drivers' lateral positioning and shy distance from raised curbs.

- (b) **Approach Taper --** On conventional highways without a median, an approach

taper provides space for a left-turn lane by moving traffic laterally to the right. The approach taper is unnecessary where a median is available for the full width of the left-turn lane. Length of the approach taper is given by the formula on Figures 405.2A, B and C.

Figure 405.2A shows a standard left-turn channelization design in which all widening is to the right of approaching traffic and the deceleration lane (see below) begins at the end of the approach taper. This design should be used in all situations where space is available, usually in rural and semi-rural areas or in urban areas with high traffic speeds and/or volumes.

Figures 405.2B and 405.2C show alternate designs foreshortened with the deceleration lane beginning at the 2/3 point of the approach taper so that part of the deceleration takes place in the through traffic lane. Figure 405.2C is shortened further by widening half (or other appropriate fraction) on each side. These designs may be used in urban areas where constraints exist, speeds are moderate and traffic volumes are relatively low.

- (c) **Bay Taper --** A reversing curve along the left edge of the traveled way directs traffic into the left-turn lane. The length of this bay taper should be short to clearly delineate the left-turn move and to discourage through traffic from drifting into the left-turn lane. Table 405.2A gives offset data for design of bay tapers. In urban areas, lengths of 60 feet and 90 feet are normally used. Where space is restricted and speeds are low, a 60-foot bay taper is appropriate. On rural high-speed highways, a 120-foot length is considered appropriate.
- (d) **Deceleration Lane Length --** Design speed of the roadway approaching the intersection should be the basis for determining deceleration lane length. It is desirable that deceleration take place entirely off the through traffic lanes. Deceleration lane lengths are given in Table 405.2B; the bay taper length is

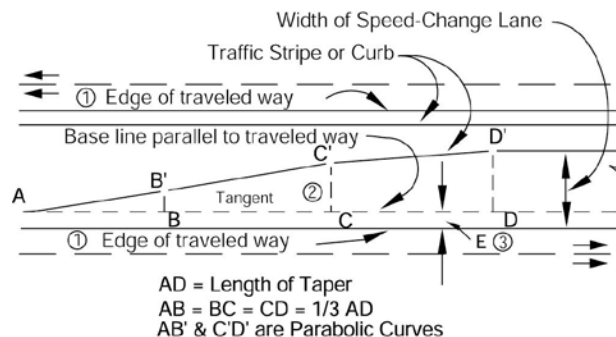
included. Where partial deceleration is permitted on the through lanes, as in Figures 405.2B and 405.2C, design speeds in Table 405.2B may be reduced 10 miles per hour to 20 miles per hour for a lower entry speed. In urban areas where cross streets are closely spaced and deceleration lengths cannot be achieved, the District Traffic branch should be consulted for guidance.

- (e) **Storage Length** -- At unsignalized intersections, storage length may be based on the number of turning vehicles likely to arrive in an average 2-minute period during the peak hour. At a minimum, space for 2 vehicles should be provided at 25 feet per vehicle. If the peak hour truck traffic is 10 percent or more, space for at least one passenger car and one truck should be provided. Bus usage may require a longer storage length and should be evaluated if their use is anticipated.

At signalized intersections, the storage length may be based on one and one-half to two times the average number of vehicles that would store per signal cycle depending on cycle length, signal phasing, and arrival and departure rates. At a minimum, storage length should be calculated in the same manner as unsignalized intersection. The District Traffic Branch should be consulted for this information.

When determining storage length, the end of the left-turn lane is typically placed at least 3 feet, but not more than 30 feet, from the nearest edge of shoulder of the intersecting roadway. Although often set by the placement of a crosswalk line or limit line, the end of the storage lane should always be located so that the appropriate turning template can be accommodated.

**Table 405.2A**  
**Bay Taper for Median**  
**Speed-change Lanes**



LENGTH OF TAPER - feet			OFFSET DISTANCE		
60	90	120	DD' = 10'	DD' = 11'	DD' = 12'
Distance From Point "A"					
-	-	-	0.00	0.00	0.00
5	7.5	10.0	0.16	0.17	0.19
10	15.0	20.0	0.62	0.69	0.75
15	22.5	30.0	1.41	1.55	1.69
B'	20	30.0	2.50	2.75	3.00
	30	45.0	5.00	5.50	6.00
C'	40	60.0	7.50	8.25	9.00
	45	67.5	8.59	9.45	10.31
	50	75.0	9.38	10.31	11.25
	55	82.5	9.84	10.83	11.81
	60	90.0	10.00	11.00	12.00

**NOTES:**

- (1) The table gives offsets from a base line parallel to the edge of traveled way at intervals measured from point "A". Add "E" for measurements from edge of traveled way.
- (2) Where edge of traveled way is a curve, neither base line nor taper between B & C will be a tangent. Use proportional offsets from B to C.
- (3) The offset "E" is usually 2 ft along edge of traveled way for curbed medians; Use "E" = 0 ft. for striped medians.

**Table 405.2B**  
**Deceleration Lane Length**

Design Speed (mph)	Length to Stop (ft)
30	235
40	315
50	435
60	530

- (3) *Double Left-turn Lanes.* At signalized intersections on multilane conventional highways and on multilane ramp terminals, double left-turn lanes should be considered if the left-turn demand is 300 vehicles per hour or more. The lane widths and other design elements of left-turn lanes given under Index 405.2(2) applies to double as well as single left-turn lanes.

The design of double left-turn lanes can be accomplished by adding one or two lanes in the median. See "Guidelines for Reconstruction of Intersections", published by Headquarters, Division of Traffic Operations, for the various treatments of double left-turn lanes.

- (4) *Two-way Left-turn Lane (TWLTL).* The TWLTL consists of a striped lane in the median of an arterial and is devised to address the special capacity and safety problems associated with high-density strip development. It can be used on 2-lane highways as well as multilane highways. Normally, the District Traffic Operations Branch should determine the need for a TWLTL.

**The minimum width for a TWLTL shall be 12 feet (see Index 301.1).** The preferred width is 14 feet. Wider TWLTL's are occasionally provided to conform with local agency standards. However, TWLTL's wider than 14 feet are not recommended, and in no case should the width of a TWLTL exceed 16 feet. Additional width may encourage drivers in opposite directions to use the TWLTL simultaneously.

### 405.3 Right-turn Channelization

- (1) *General.* For right-turning traffic, delays are less critical and conflicts less severe than for left-turning traffic. Nevertheless, right-turn lanes can be justified on the basis of capacity, analysis, and crash experience.

In rural areas a history of high speed rear-end collisions may warrant the addition of a right-turn lane.

In urban areas other factors may contribute to the need such as:

- High volumes of right-turning traffic causing backup and delay on the through lanes.
- Conflicts between crossing pedestrians and right-turning vehicles and bicycles.
- Frequent rear-end and sideswipe collisions involving right-turning vehicles.

Where right-turn channelization is proposed, lower speed right-turn lanes should be provided to reduce the likelihood of conflicts between vehicles, pedestrians, and bicyclists.

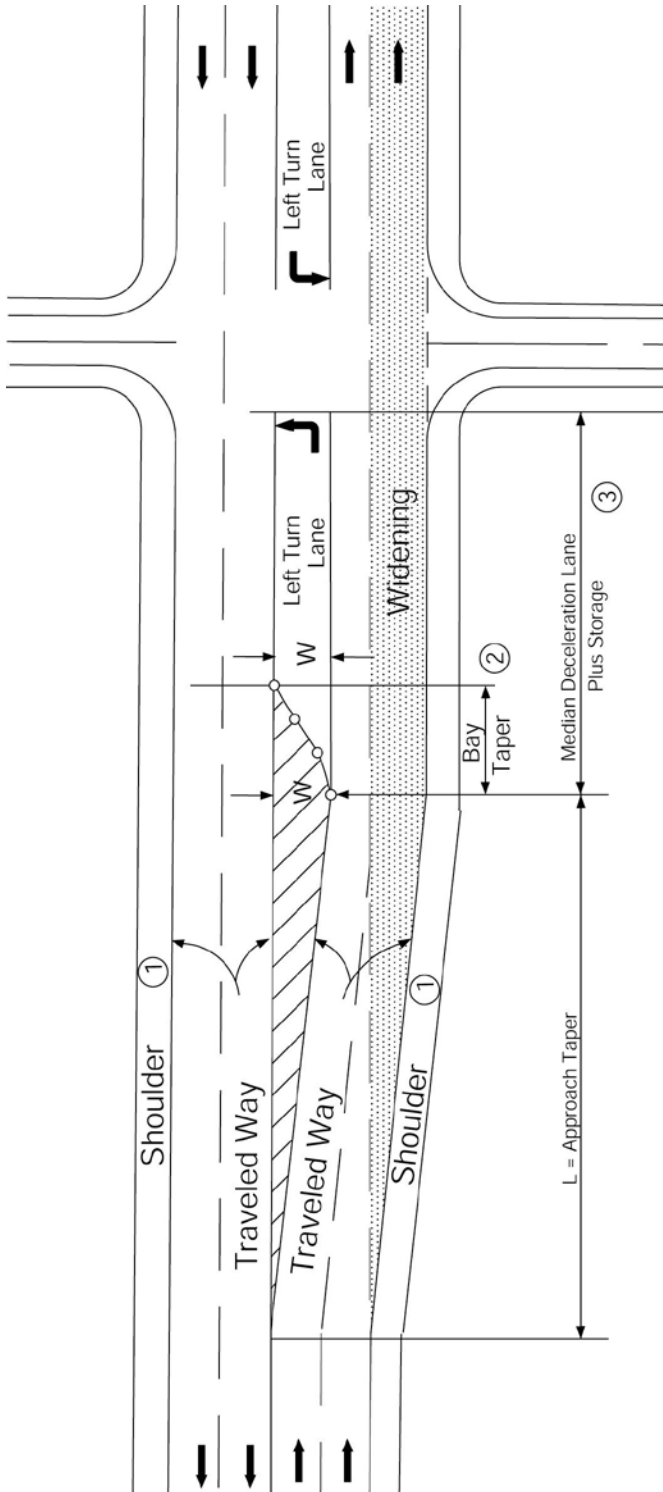
#### (2) *Design Elements.*

- (a) Lane and Shoulder Width--**Index 301.1 shall be used for right-turn lane width requirements. Shoulder width shall be a minimum of 4 feet.** Although not desirable, lane and shoulder widths less than those given above can be considered for right-turn lanes under the following conditions pursuant to Index 82.2:

- In urban, city or town centers (rural main streets) with posted speeds less than 40 miles per hour in severely constrained situations, if truck or bus use is low, consideration may be given to reducing the right-turn lane width to 10 feet.
- Shoulder widths may also be considered for reduction under constricted situations. Whenever possible, at least a 2-foot shoulder should be provided where the right-turn lane is adjacent to a curb. Entire omission of the shoulder should only be considered in constrained situations and where an 11-foot lane can be constructed.

Gutter pans can be included within a shoulder, but cannot be included as part of the travel lane width. Additional right of way for a future right-turn lane should be considered when an intersection is being designed.

**Figure 405.2A**  
**Standard Left-turn Channelization**



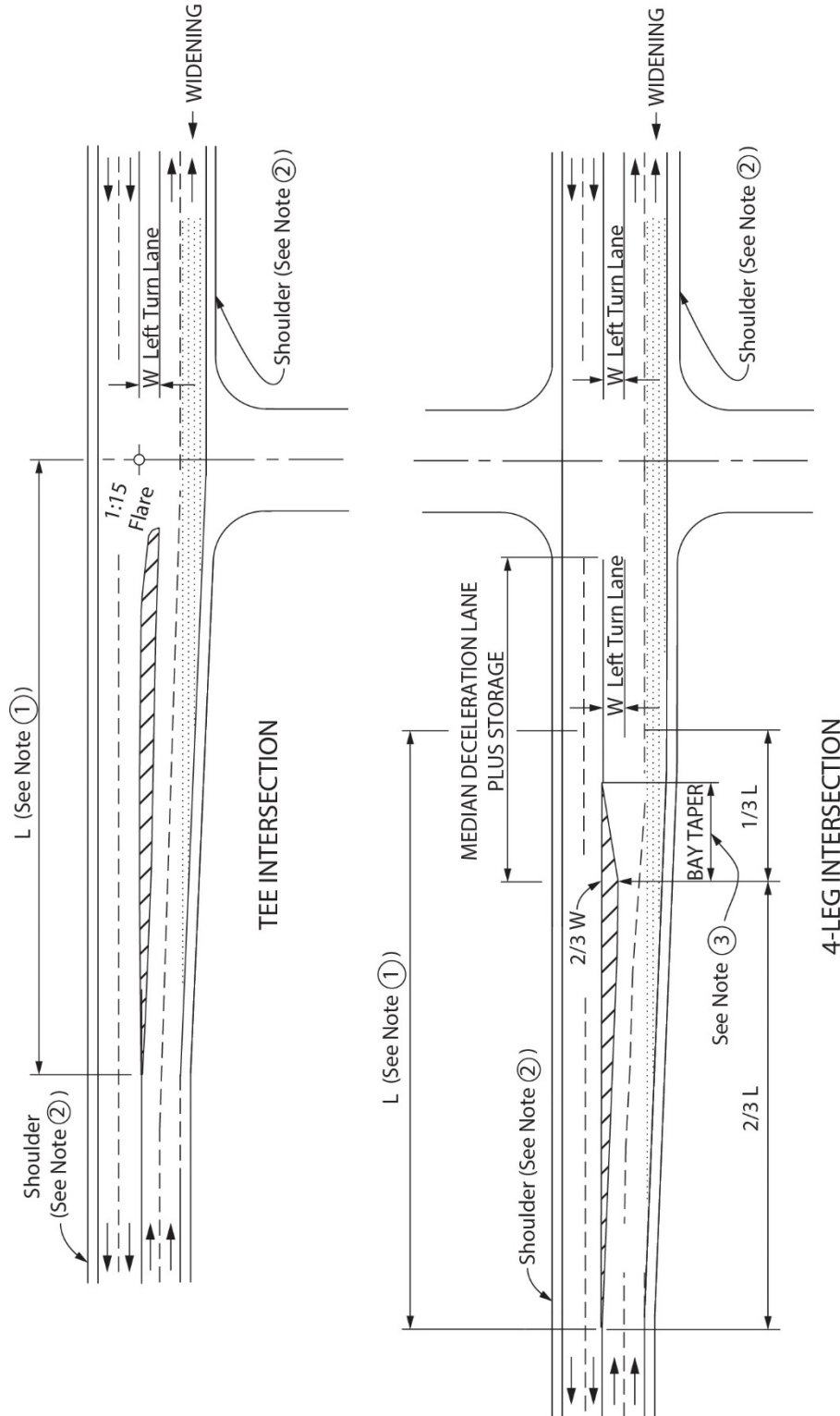
**EQUATION:**  $L = \text{Use } WV, \text{ for } V \geq 45 \text{ mph} \text{ (4)}$   
 Or  $WV^2/60, \text{ for } V < 45 \text{ mph}$

Where  $L$  = Length of Approach Taper - feet  
 $V$  = Design Speed - mph  
 $W$  = Width of Median Lane - feet

**NOTES:**

- (1) Where width is restricted, shoulder width may be reduced and parking restricted with an approved design exception pursuant to Index 82.2. For bicycle use, a minimum 4-foot shoulder is required (5-foot if gutter is present).
- (2) Bay taper length = 60 feet to 120 feet. (See Table 405.2A)
- (3) For deceleration lane length see Table 405.2B.
- (4) Where both sides of roadway are widened, use a fraction of "W" that is proportional to widening on each side.

**Figure 405.2B**  
**Minimum Median Left-turn Channelization**  
**(Widening on one Side of Highway)**



**NOTES:**

- ① L = 500 feet Maximum
- ② Where width is restricted, shoulder width may be reduced and parking restricted with an approved design exception pursuant to Index 82.2. For bicycle use, a minimum 4-foot shoulder is required (5-foot if gutter is required)
- ③ Bay Taper Length 60 feet to 120 feet (See Table 405.2A)

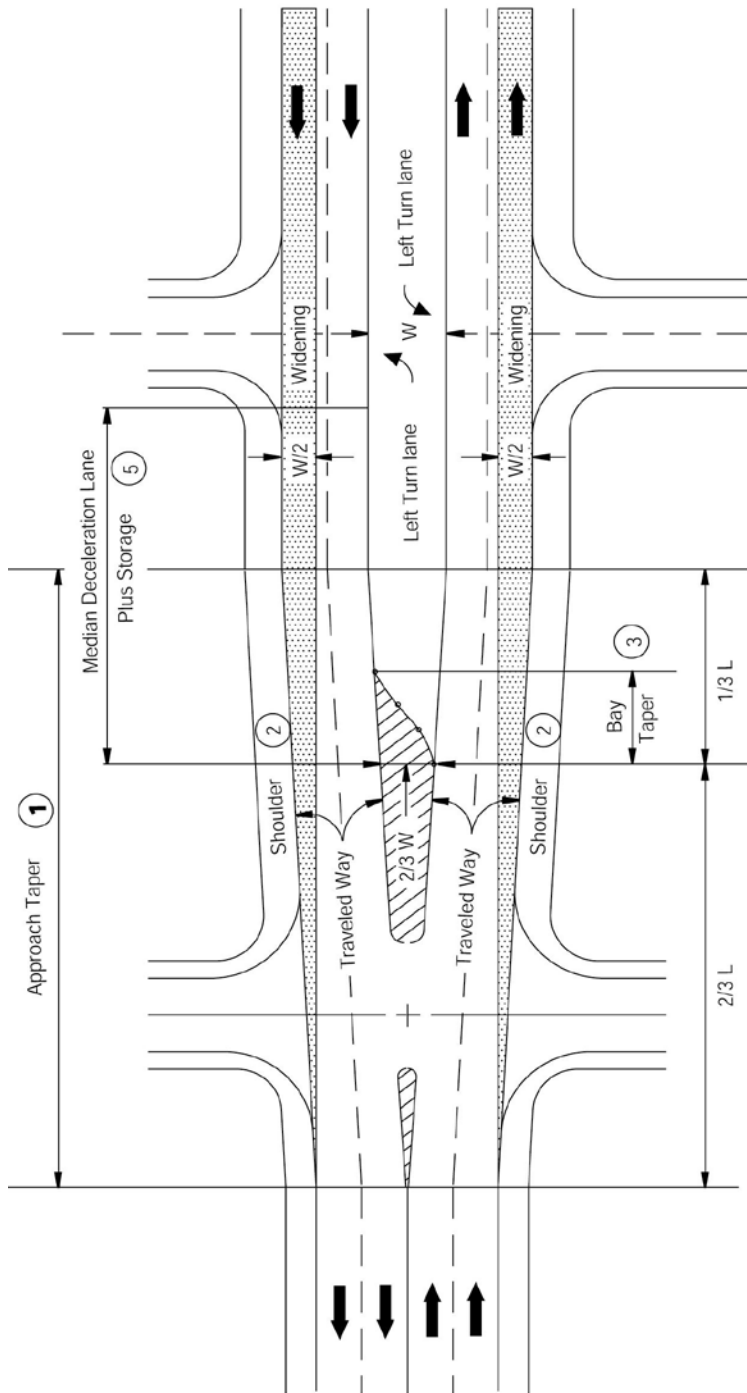
**EQUATION**

Use  $WW$ , for  $V \geq 45\text{mph}$   
 $L =$  Or  $WW^2/60$ , for  $V < 45\text{mph}$

Where:

L = Length of Transition - feet  
W = Width of Median Lane - feet  
V = Design Speed - mph

**Figure 405.2C**  
**Minimum Median Left-turn Channelization**  
**(Widening on Both Sides in Urban Areas with Short Blocks)**



NOTES:

- ① L = 500 feet Maximum
- ② Where width is restricted, shoulder width may be reduced and parking restricted with an approved design exception pursuant to Index 82.2. For bicycle use, a minimum 4 feet shoulder is required (5 feet if gutter is present).
- ③ Bay taper length = 60 feet to 120 feet. (See Table 405.2A)
- ④ Assumes equal widening each side. Where widening is unequal, use a fraction that is proportional to widening on each side.
- ⑤ For deceleration lane length see Table 405.2B.

EQUATION: ④

$$L = \begin{cases} \text{Use } (1/2)WV, & \text{for } V \geq 45\text{mph} \\ \text{Or } WV^2/120, & \text{for } V < 45\text{mph} \end{cases}$$

Where L = Length of Approach Taper - feet

W = Width of Median Lane - feet

V = Design Speed - mph

(b) Curve Radius--Where pedestrians are allowed to cross a free right-turning roadway, the curve radius should be such that the operating speed of vehicular traffic is no more than 20 miles per hour at the pedestrian crossing. See NCHRP Report 672, "Roundabouts: An Informational Guide" for guidance on the determination of design speed (fastest path) for turning vehicles. See Index 504.3(3) for additional information.

(c) Tapers--Approach tapers are usually unnecessary since main line traffic need not be shifted laterally to provide space for the right-turn lane. If, in some rare instances, a lateral shift were needed, the approach taper would use the same formula as for a left-turn lane.

Bay tapers are treated as a mirror image of the left-turn bay taper.

(d) Deceleration Lane Length--The conditions and principles of left-turn lane deceleration apply to right-turn deceleration. Where full deceleration is desired off the high-speed through lanes, the lengths in Table 405.2B should be used. Where partial deceleration is permitted on the through lanes because of limited right of way or other constraints, average running speeds in Table 405.2B may be reduced 10 miles per hour to 20 miles per hour for a lower entry speed. For example, if the main line speed is 50 miles per hour and a 10 miles per hour deceleration is permitted on the through lanes, the deceleration length may be that required for 40 miles per hour.

(e) Storage Length--Right-turn storage length is determined in the same manner as left-turn storage length. See Index 405.2(2)(e).

(3) *Right-turn Lanes at Off-ramp Intersections.* Diamond off-ramps with a free right-turn at the local street and separate right-turn off-ramps around the outside of a loop will likely cause conflict as traffic volumes increase. Serious conflicts occur when the right-turning vehicle must weave across multiple lanes on the local street in order to turn left at a major cross street close to the ramp terminal. Furthermore, free

right-turns create sight distance issues for pedestrians and bicyclists crossing the off-ramp, or pedestrians crossing the local road. Also, rear-end collisions can occur as right-turning drivers slow down or stop waiting for a gap in local street traffic. Free right-turns usually end up with "YIELD", "STOP", or signal controls thus defeating their purpose of increasing intersection capacity.

#### 405.4 Traffic Islands

A traffic island is an area between traffic lanes for channelization of bicycle and vehicle movements or for pedestrian refuge. An island may be defined by paint, raised pavement markers, curbs, pavement edge, or other devices. The California MUTCD should be referenced when considering the placement of traffic islands at signalized and unsignalized locations. For splitter island guidance at roundabouts, see Index 405.10(13).

Traffic islands usually serve more than one function. These functions may be:

- (a) Channelization to confine specific traffic movements into definite channels;
- (b) Divisional to separate traffic moving in the same or opposite direction; and
- (c) Refuge, to aid users crossing the roadway.

Generally, islands should present the least potential conflict to approaching or crossing bicycles and vehicles, and yet perform their intended function.

(1) *Design of Traffic Islands.* Island sizes and shapes vary from one intersection to another. They should be large enough to command attention. Channelizing islands should not be less than 50 square feet in area, preferably 75 square feet. Curbed, elongated divisional median islands should not be less than 4 feet wide and 20 feet long. All traffic islands placed in the path of a pedestrian crossing must comply with DIB 82. See the Standard Plans for typical island passageway details.

The approach end of each island should be offset 3 feet to the left and 5 feet to the right of approaching traffic, using standard 1:15 parabolic flares, and clearly delineated so that it does not surprise the motorist or bicyclist. These offsets are in addition to the shoulder

widths shown in Table 302.1. Table 405.4 gives standard parabolic flares to be used in island design. On curved alignment, parabolic flares may be omitted for small triangular traffic islands whose sides are less than 25 feet long.

The approach nose of a divisional island should be highly visible day and night with appropriate use of signs (reflectorized or illuminated) and object markers. The approach nose should be offset 3 feet from the through traffic to minimize accidental impacts.

- (2) *Delineation of Traffic Islands.* Generally, islands should present the least potential conflict to approaching traffic and yet perform their intended function. See Index 303.2 for appropriate curb type. Islands may be designated as follows:

- (a) Raised paved areas outlined by curbs.
- (b) Flush paved areas outlined by pavement markings.
- (c) Unpaved areas (small unpaved areas should be avoided).

On facilities with posted speeds over 40 miles per hour, the use of any type of curb is discouraged. Where curbs are to be used, they should be located at or outside of the shoulder edge, as discussed in Index 303.5.

In rural areas, painted channelization supplemented with raised pavement markers may be more appropriate than a raised curbed channelization. This design is as forgiving as possible and decreases the consequence of a driver's or bicyclist's failure to detect or recognize the curbed island. Consideration for snow removal operations should be determined where appropriate.

In urban areas, posted speeds less than or equal to 40 miles per hour allow more frequent use of curbed islands. Local agency requirements and matching existing conditions are factors to consider.

(3) *Pedestrian Refuge*

Pedestrian refuge islands allow pedestrians to cross fewer lanes at a time while judging conflicts separately. They also provide a refuge

so slower pedestrians can wait for a gap in traffic while reducing total crossing distance.

At unsignalized intersections in rural city/town centers (rural main streets), suburban, or urban areas, a pedestrian refuge should be provided between opposing traffic where pedestrians are allowed to cross 2 or more through traffic lanes in one direction of travel, at marked or unmarked crosswalks. Pedestrian islands at signalized crosswalks should be considered, taking into account crossing distance and pedestrian activity. Note that signalized pedestrian crossings must be timed to allow for pedestrians to cross. See the California MUTCD, Chapter 4E, for further guidance.

Traffic islands used as pedestrian refuge are to be large enough to provide a minimum of 6 feet in the direction of pedestrian travel, without exception.

All traffic islands placed in the path of a pedestrian crossing must be accessible, refer to DIB 82 and the Standard Plans for further guidance. An example of a traffic island that serves as a pedestrian refuge is shown on Figure 405.4.

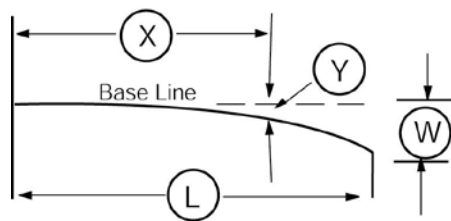
## 405.5 Median Openings

- (1) *General.* Median openings, sometimes called crossovers, provide for crossings of the median at designated locations. Except for emergency passageways in a median barrier, median openings are not allowed on urban freeways.

Median openings on expressways or divided conventional highways should not be curbed except when the median between openings is curbed, or it is necessary for delineation of traffic signal standards and other necessary hardware, or for protection of pedestrians. In these special cases B4 curbs should be used. An example of a median opening design is shown on Figure 405.5.

- (2) *Spacing and Location.* By a combination of interchange ramps and emergency passageways, provisions for access to the opposite side of a freeway may be provided for law enforcement, emergency, and maintenance vehicles to avoid extreme out-of-direction travel. Access should not be more frequent

**Table 405.4**  
**Parabolic Curb Flares Commonly Used**

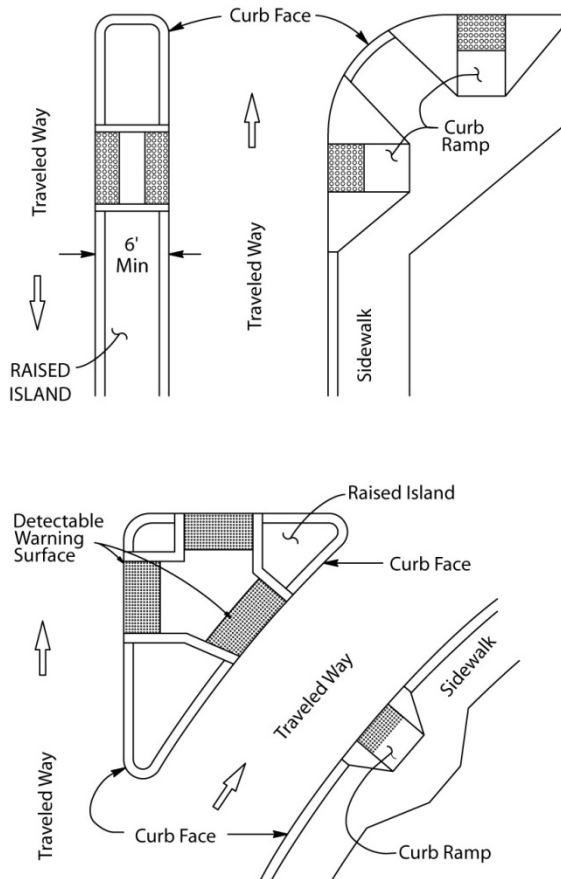


$$Y = \frac{W X^2}{L^2}$$

- (L) = Length of flare in feet  
(W) = Maximum offset in feet  
(X) = Distance along base line in feet  
(Y) = Offset from base line in feet

(W) is shown in table thus  

OFFSET IN FEET FOR GIVEN "X" DISTANCE																
Distance (L) Length of Flare	(X) 10	15	20	25	30	40	45	50	60	70	75	80	90	100	110	120
<b>1:5 FLARES</b>																
25	0.80	1.80	3.20	5.00												
50	0.40		1.60		3.60	6.40		10.00								
<b>1:10 FLARES</b>																
50	0.20		0.80		1.80	3.20		5.00								
100	0.10		0.40		0.90	1.60		2.50	3.60	4.90		6.40	8.10	10.00		
<b>1:15 FLARES</b>																
45	0.15		0.59		1.33	2.37	3.00									
75	0.09		0.36		0.80	1.42		2.22	3.20	4.36	5.00					
90	0.07		0.30		0.67	1.19		1.85	2.67	3.63		4.74	6.00			
120	0.06		0.22		0.50	0.89		1.39	2.00	2.72		3.56	4.50	5.56	6.72	8.00

**Figure 405.4****Pedestrian Refuge Island**

than at three-mile intervals. See Chapter 7 of the Traffic Manual for additional information on the design of emergency passageways.

Emergency passageways should be located only where decision sight distance is available (see Table 201.7).

Median openings at close intervals on other types of highways create conflicts with high speed through traffic. Median openings should be spaced at intervals no closer than 1600 feet. If a median opening falls within 300 feet of an access opening, it should be placed opposite the access opening.

- (3) *Length of Median Opening.* For any three or four-leg intersection on a divided highway, the length of the median opening should be at least as great as the width of the crossroads pavement, median width, and shoulders. An

important factor in designing median openings is the path of the design vehicle making a minimum left turn at 5 miles per hour to 10 miles per hour. The length of median opening varies with width of median and angle of intersecting road.

Usually a median opening of 60 feet is adequate for 90 degree intersections with median widths of 22 feet or greater. When the median width is less than 22 feet, a median opening of 70 feet is needed. When the intersection angle is other than 90 degrees, the length of median opening should be established by using truck turn templates (see Index 404.3).

- (4) *Cross Slope.* The cross slope in the median opening should be limited to 5 percent. Crossovers on curves with super elevation exceeding 5 percent should be avoided. This cross slope may be exceeded when an existing 2-lane roadbed is converted to a 4-lane divided highway. The elevation of the new construction should be based on the 5 percent cross slope requirement when the existing roadbed is raised to its ultimate elevation.
- (5) *References.* For information related to the design of intersections and median openings, "A Policy on Geometric Design of Highways and Streets," AASHTO, should be consulted.

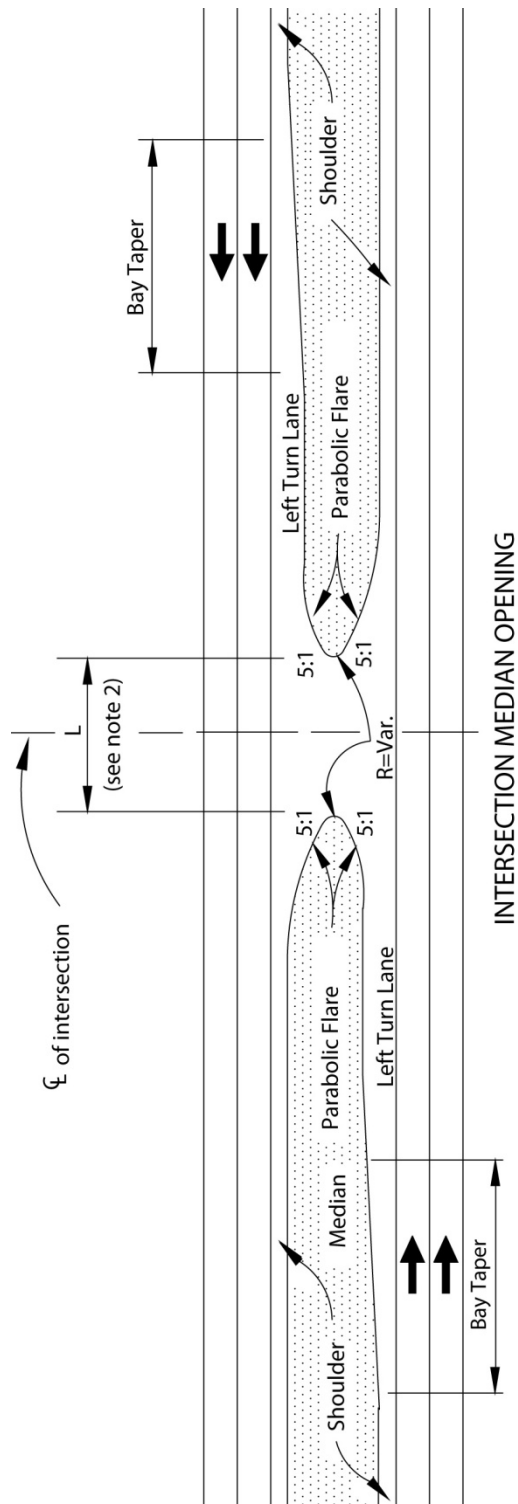
### 405.6 Access Control

The basic guidance which govern the extent to which access rights are to be acquired at interchanges (see Topic 104, Index 205.1 and 504.8 and the PDPM) also apply to intersections at grade on expressways. Cases of access control which frequently occur at intersections are shown in Figure 405.7. This illustration does not presume to cover all situations. Where required by traffic conditions, access should be extended in order to ensure proper operation of the expressway lanes. Reasonable variations which observe the basic principles referred to above are acceptable.

However, negative impacts on the mobility needs of pedestrians, bicyclists, equestrians, and transit users need to be assessed. Pedestrians and bicyclists are sensitive to additional out of direction travel.

Figure 405.5

## Typical Design for Median Openings



## NOTES:

- ① For length of bay taper, see Table 405.2A.
- ②  $L$  = Length of median opening: varies with width of median and angle of intersecting road. Usually for 90° intersection,  $L$  = 60 feet for median of 22 feet and wider.  $L$  = 70 feet for medians narrower than 22 feet.
- ③ See Index 405.2.
- ④ Pedestrian and bicycle features are not shown on figure.

### 405.7 Public Road Intersections

The basic design to be used at right-angle public road intersections on the State Highway System is shown in Figure 405.7. The essential elements are sight distance (see Index 405.1) and the treatment of the right-turn on and off the main highway. Encroachment into opposing traffic lanes by the turning vehicle should be avoided or minimized.

- (1) *Right-turn Onto the Main Highway.* The combination of a circular curve joined by a 2:1 taper on the crossroads and a 75-foot taper on the main highway is designed to fit the wheel paths of the appropriate turning template chosen by the designer.

It is desirable to keep the right-turn as tight as practical, so the “STOP” or “YIELD” sign on the minor leg can be placed close to the intersection.

- (2) *Right-turn Off the Main Highway.* The combination of a circular curve joined by a 150-foot taper on the main highway and a 4:1 taper on the crossroads is designed to fit the wheel paths of the appropriate turning template and to move the rear of the vehicle off the main highway. Deceleration and storage lanes may be provided when necessary (see Index 405.3).

- (3) *Alternate Designs.* Offsets are given in Figure 405.7 for right angle intersections. For skew angles, roadway curvature, and possibly other reasons, variations to the right-angle design are permitted, but the basic rule is still to approximate the wheel paths of the design vehicle.

A three-center curve is an alternate treatment that may be used at the discretion of the designer.

Intersections are major consideration in bicycle path design as well. See Indexes 403.6 and 1003.1(4) for general bicycle path intersection design guidance. Also see Section 5.3 of the AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities.

### 405.8 City Street Returns and Corner Radii

The pavement width and corner radius at city street intersections is determined by the type of vehicle to

be accommodated and the mobility needs of pedestrians and bicyclists, taking into consideration the amount of available right of way, the types of adjoining land uses, the place types, the roadway width, and the number of lanes on the intersecting street.

At urban intersections, the California truck or the Bus Design Vehicle template may be used to determine the corner radius. Where STAA truck access is allowed, the STAA Design Vehicle template should be used giving consideration to factors mentioned above. See Index 404.3.

Smaller radii of 15 feet to 25 feet are appropriate at minor cross streets where few trucks or buses are turning. Local agency standards may be appropriate in urban and suburban areas.

Encroachment into opposing traffic lanes must be avoided.

### 405.9 Widening of 2-lane Roads at Signalized Intersections

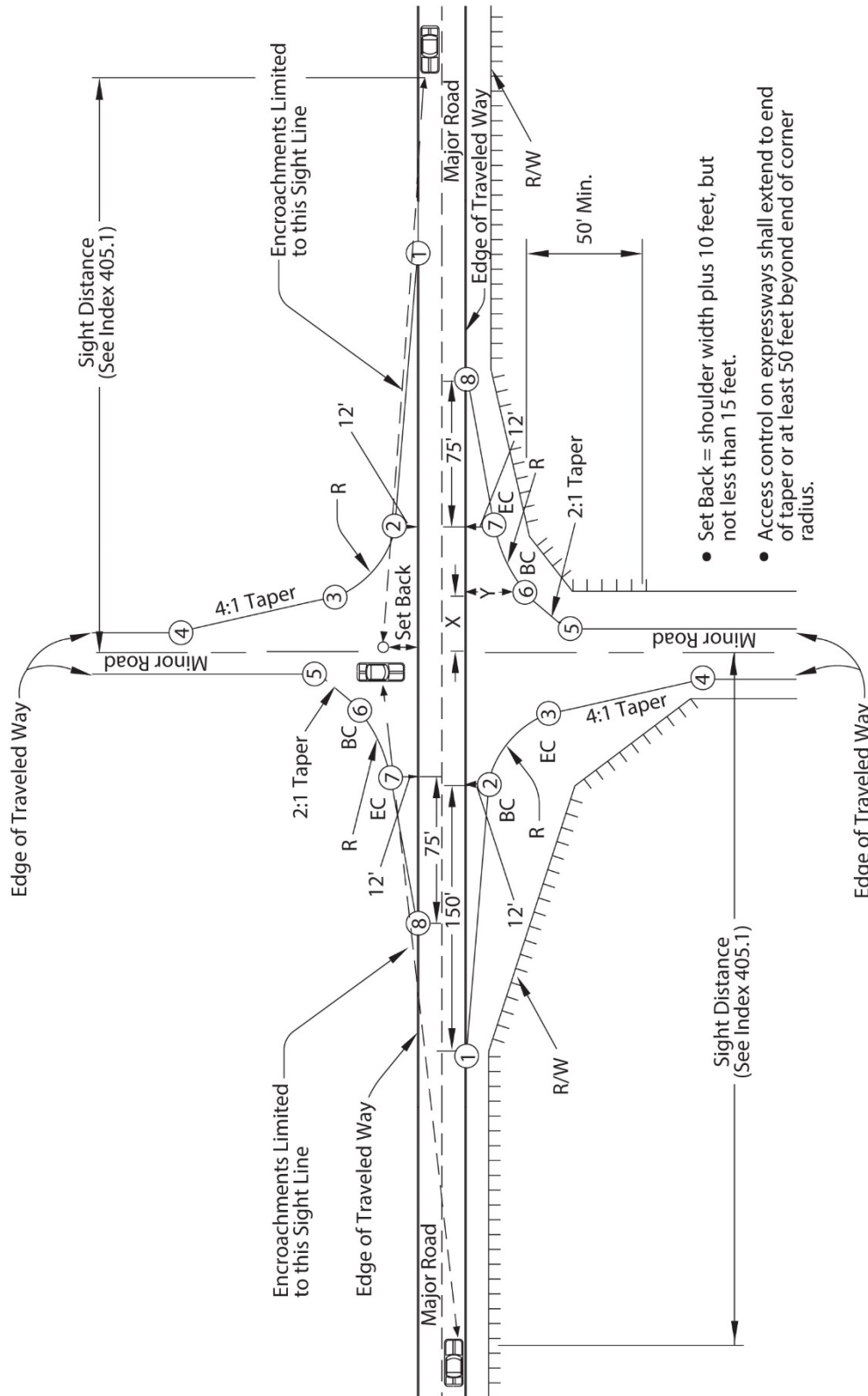
Two-lane State highways may be widened at intersections to 4-lanes whenever signals are installed. Sometimes it may be necessary to widen the intersecting road. The minimum design is shown in Figure 405.9. More elaborate treatment may be warranted by the volume and pattern of traffic movements. Unusual turning movement patterns may possibly call for a different shape of widening.

The impact on pedestrian and bicycle traffic mobility of larger intersections should be assessed before a decision is made to widen an intersection.

### 405.10 Roundabouts

Roundabout intersections on the State highway system must be developed and evaluated in accordance with National Cooperative Highway Research Program (NCHRP) Report 672 entitled “Roundabouts: An Informational Guide, 2nd ed.” (NCHRP Guide 2) dated October 2010 and Traffic Operations Policy Directive (TOPD) Number 13-02. Also see Index 401.5 for general information and guidance. See Figure 405.10 Roundabout Geometric Elements for nomenclature associated with roundabouts. Signs, striping and markings at roundabouts are to comply with the California MUTCD.

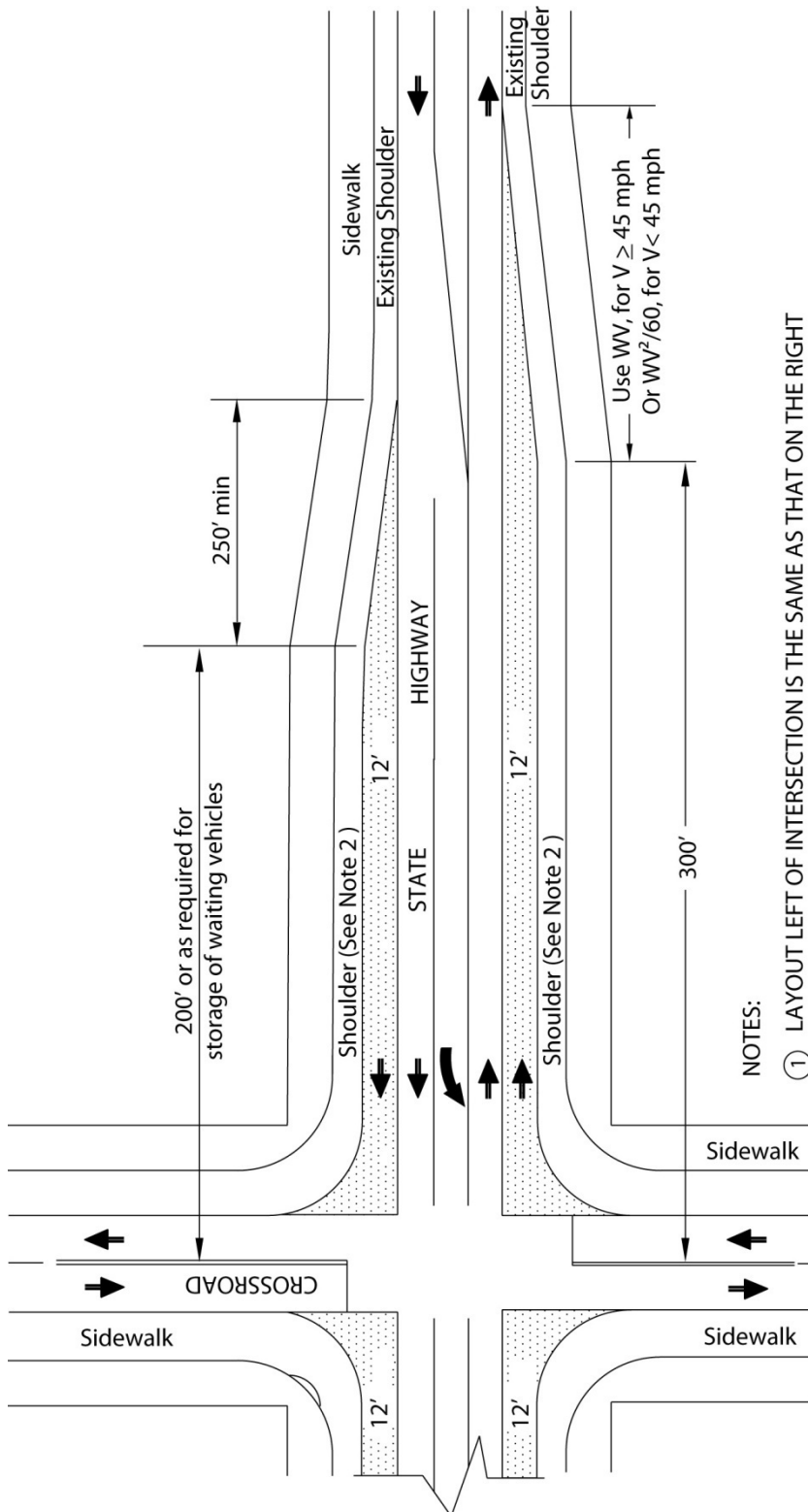
**Figure 405.7**  
**Public Road Intersections**



X - Distance measured from centerline of minor road along major road - feet.  
Y - Offset distance measured from edge of traveled way of major road to any given point - feet.

Radius of Curve	Design Vehicle	Pt ①		Pt ②		Pt ③		Pt ④		Pt ⑤		Pt ⑥		Pt ⑦		Pt ⑧	
		X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
30'	Bus	204.20	0.0	54.20	12.0	27.49	34.63	12.0	96.58	12.0	40.66	18.23	28.21	40.32	12.0	115.32	0.0
40'	California	215.08	0.0	65.08	12.0	29.46	42.17	12.0	112.03	12.0	53.35	21.87	33.61	51.33	12.0	126.33	0.0
50'	STAA	226.09	0.0	76.09	12.0	31.57	49.71	12.0	127.98	12.0	75.63	30.31	39.01	67.13	12.0	142.13	0.0

**Figure 405.9**  
**Widening of Two-lane Roads at Signalized Intersections**



**NOTES:**

- ① LAYOUT LEFT OF INTERSECTION IS THE SAME AS THAT ON THE RIGHT
- ② WHERE WIDTH IS RESTRICTED SHOULDER WIDTH MAY BE REDUCED AND PARKING RESTRICTED WITH AN APPROVED DESIGN EXCEPTION PURSUANT TO INDEX 82.2.
- ③ FOR BICYCLE USE IN RURAL AREAS NON MAIN STREET PLACE TYPES, THE BIKE LANE IN THIS FIGURE IS PART OF THE SHOULDER. SEE INDEX 302.1 FOR FURTHER GUIDANCE.
- ④ CURB RAMPS NOT SHOWN. CURB RAMPS ARE TO BE PROVIDED PER DIB 82.

WIDENING

A roundabout is a form of circular intersection in which traffic travels counterclockwise around a central island and entering traffic must yield to the circulating traffic. Roundabouts feature, among other things, a central island, a circulatory roadway, and splitter islands on each approach. Roundabouts rely upon two basic and important operating principles:

- (a) Speed reduction at the entry and through the intersection will be achieved through geometric design and,
- (b) The yield-at-entry rule, which requires traffic entering the intersection to yield to traffic that is traveling in the circulatory roadway.

Benefits of roundabouts are:

- Fewer conflict points typically result in fewer collisions with less severity. Over half of vehicle to vehicle points of conflict associated with intersections are eliminated with the use of a roundabout. Additionally, a roundabout separates the points of conflict which eases the ability of the users to identify a conflict and helps prevent conflicts from becoming collisions.
- Roundabouts are designed to reduce the vehicular speeds at intersections. Lower speeds lessens the vehicular collision severity. Likewise, studies indicate that pedestrian and bicyclist collisions with motorized vehicles at lower speeds significantly reduce their severity.
- Roundabouts allow continuous free flow of vehicles and bicycles when no conflicts exist. This results in less noise and air pollution and reduces overall delays at roundabout intersections.

Except as indicated in this Index, the standards elsewhere in this manual do not apply to roundabouts. For the application of design standards, the approach ends of the splitter islands define the boundary of a roundabout intersection, see Figure 405.10. The design standards elsewhere in this manual apply to the approach legs beyond the approach ends of the splitter islands.

*(1) Design Period.*

First consider the design of a single lane roundabout per the design period guidance in

Index 103.2. If a second lane is not needed until 10 or more years, it may be better to phase the improvements. Construct the first phase of the roundabout so at the 20-year design period, an additional lane can be easily added. In order to comply with the 10-year design period guidance provided in Index 103.2, the initial project must provide the right of way needed for utility relocations, a shared-use path designed for a Class I Bikeway, and all other features other than pavement, lighting, and striping in their ultimate locations.

In some locations, it may not be practical to build a single lane roundabout that will operate for 10 years. Geometric constraints and other conflicts may preclude widening to the ultimate configuration. In such cases, other intersection configurations or control strategies addressed in Index 401.5 may need to be considered.

When staging improvements, see NCHRP Guide 2, Section 6.12.

*(2) Design Vehicles - See Topic 404.*

The turning path for the design vehicle, see Index 404.5, dictates many of the roundabout dimensions. The design vehicle tracking and swept width are to be used when designing all the entries and exits, where design vehicles are unrestricted (see Index 404.2), and the circulatory roadway. The percentage of trucks and their lane utilization is an important consideration on multilane roundabouts when determining if the design will allow trucks to stay within their own lane or encroach into the adjacent lane. If permit vehicles larger than the design vehicle occasionally use the proposed roundabout, they can be accommodated by having removable signs or other removable features in the central island or around the circular path to ensure their swept path can negotiate the roundabout. Roundabouts should not be overdesigned for the occasional permit vehicle.

To accurately simulate the design vehicle swept width traveling through a roundabout, the minimum speed of the design vehicle used in computer simulation software (e.g., Auto

TURN) should be 10 mph through the roundabout.

(3) *Inscribed Circle Diameter.*

At single lane roundabouts, the size of the inscribed circle is largely dependent upon the turning requirements of the design vehicle. The inscribed circle diameter must be large enough to accommodate: (a) the STAA design vehicle for all roundabouts on the National Network and on Terminal Access routes; and, (b) the California Legal design vehicle on all non-STAA route intersections on California Legal routes and California Legal KPRA Advisory routes, while maintaining adequate deflection curvature to ensure appropriate travel speeds for smaller vehicles. The design vehicle is to navigate the roundabout with the front tractor wheels off the truck apron, if one is present. Transit vehicles, fire engines and single-unit delivery vehicles are also to be able to navigate the roundabout without using the truck apron, if one is present. The inscribed circle diameter for a single lane roundabout generally ranges between 105 feet to 150 feet to accommodate the California Legal design vehicle and 130 feet to 180 feet to accommodate the STAA design vehicle.

At multilane roundabouts, the inscribed circle diameter is to achieve adequate alignment of the natural vehicle path while maintaining deflection curvature to ensure appropriate travel speeds. To achieve both of these design objectives requires a slightly larger diameter than used for a single lane roundabout. The inscribed circle diameter for a multilane (2-lane) roundabout generally ranges between 150 feet to 220 feet to accommodate the California Legal design vehicle for non-STAA route intersections on California Legal routes and California Legal KPRA Advisory routes, and 165 feet to 220 feet to accommodate the STAA design vehicle for roundabouts on the National Network and on Terminal Access routes. Similar to a single lane roundabout, the design vehicle is to be able to navigate a multilane roundabout with the front tractor wheels staying off the truck apron, if one is present. Transit vehicles, fire engines and single-unit delivery vehicles are also to be

able to navigate the roundabout without using the truck apron, if one is present.

(4) *Entry Speeds.*

Lowering the speed of vehicles entering and traveling through the roundabout is a primary design objective that is achieved by approach alignment and entry geometry.

The following entry speeds should not be exceeded:

- Single lane roundabouts, 25 mph.
- Multilane roundabouts, 30 mph.

For fastest path evaluation, see NCHRP Guide 2, Section 6.7.1.

(5) *Exit Design.*

Similar to entry design, exit design flexibility is required to achieve the optimal balance between competing design variables and project objectives to provide adequate capacity and, essentially, safety while minimizing excessive property impacts and costs. Thus, the selection of a curved versus tangential design is to be based upon the balance of each of these criteria. Exit design is influenced by the place type, pedestrian demand, bicyclist needs, the design vehicle and physical constraints. The exit curb radii are usually larger than the entry curb radii in order to minimize the likelihood of congestion and crashes at the exits. However, the desire to minimize congestion at the exits needs to be balanced with the need to maintain an appropriate operating speed through the pedestrian crossing. Therefore, the exit path radius should not be significantly greater than the circulating path radius to ensure low speeds are maintained at the pedestrian crossing.

(6) *Number of Legs Serving the Roundabout.*

Intersections with more than four legs are often difficult to manage operationally. Roundabouts are a proven traffic control device in such situations. However, it is necessary to ensure that the design vehicle can maneuver through all unrestricted legs of the roundabout.

(7) *Pedestrian Use.*

Sidewalks around the circular roadway are to be designed as shared-use paths, see Index 405.10(8)(c). However, the guidance in Design Information Bulletin (DIB) 82 Pedestrian Accessibility Guidelines for Highway Projects must also be followed when designing these shared-use facilities around a roundabout. If there is a difference in the standards, the guidance in DIB 82 is to be followed. In addition,

- (a) Pedestrian curb ramps need to be differentiated from bike ramps:
  - The detectable warning surface (truncated domes) differentiates a pedestrian curb ramp from a bicycle ramp.
  - Detectable warning surface is required on curb ramps. They are not to be used on a bike ramp.
- (b) Truck aprons and mountable curbs are not to be placed in the pedestrian crossing areas.
- (c) See the California MUTCD for the signs and markings used at roundabouts.

(8) *Bicyclist Use.*

- (a) General. Bicyclists may choose to travel in the circular roadway of a roundabout by taking a lane, while others may decide to travel using the shared-use path to bypass the circular roadway. Therefore, the approach and circular roadways, as well as the shared-use path all need to be designed for the mobility needs of bicyclists. See the California MUTCD for the signs and markings used at roundabouts.
- (b) Bicyclist Use of the Circular Roadway. Single lane roundabouts do not require bicyclists to change lanes in the circular roadway to select the appropriate lane for their direction of travel, so they tend to be comfortable for bicyclists to use. Even two-lane roundabouts, which may have straighter paths of travel that can lead to faster vehicular traveling speeds, appear

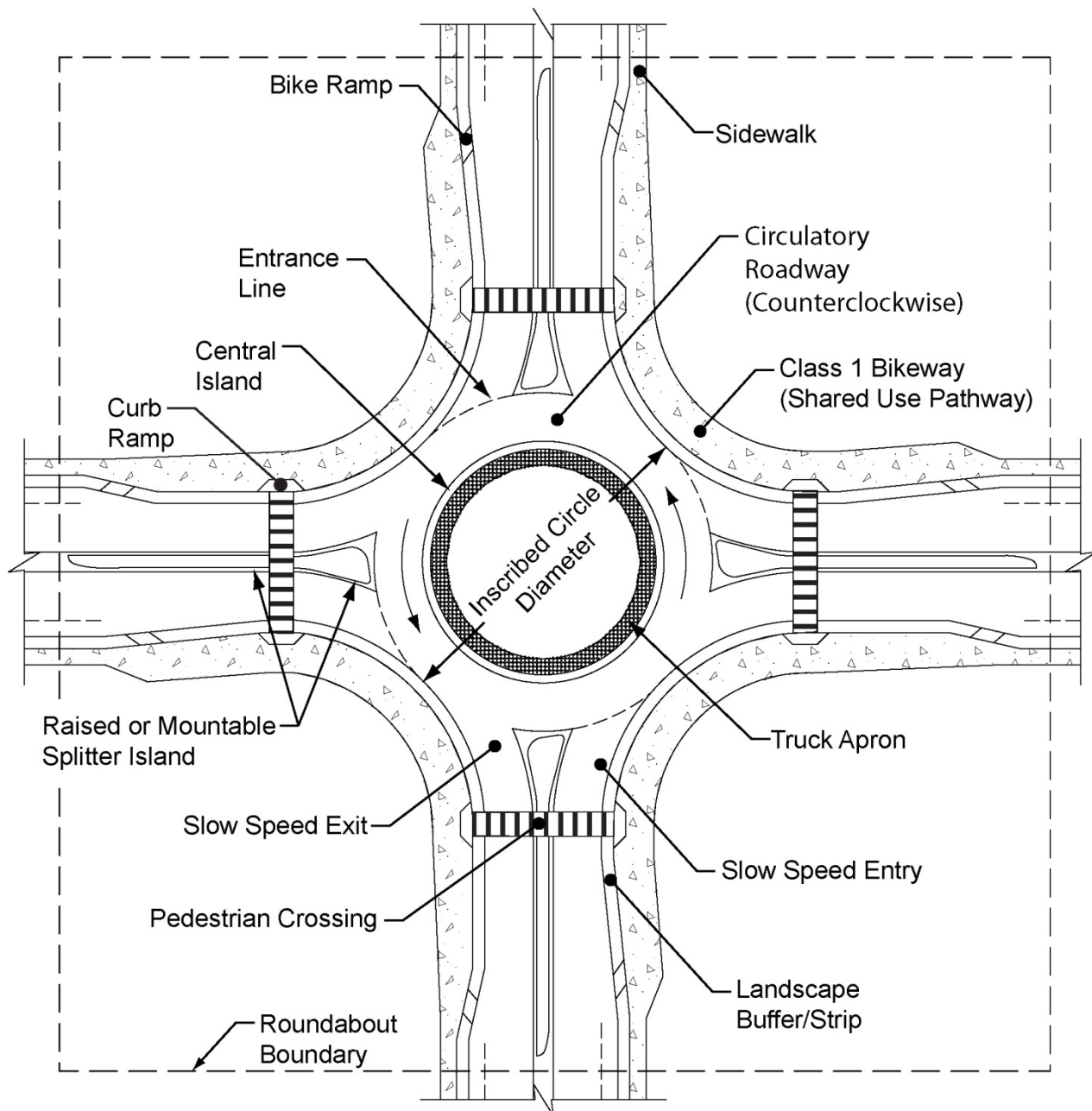
to be comfortable for bicyclists that prefer to travel like vehicles. Roundabouts that have more than two circular lanes can create complexities in signing and striping (see the California MUTCD for guidance), and their operating speed may cause some bicyclists to decide to bypass the circular roadway and use the bicycle ramp that provides access to the shared-use path around the roundabout.

- (c) Bicyclists Use of the Shared-Use Path. The shared-use path is to be designed using the guidance in Index 1003.1 for Class I Bikeways and in NCHRP Guide 2 Section 6.8.2.2. However, the accessibility guidance in DIB 82 must also be followed when designing these shared-use facilities around a roundabout. If there is a difference in the standards, the accessibility guidance in DIB 82 is to be followed to ensure the facility is accessible to pedestrians with disabilities.

Bicycle ramps are to be located to avoid confusion as curb ramps for pedestrians. Also see Index 405.10(7) for guidance on how to differentiate the two types of ramps. The design details and width of the ramp are also important to the bicyclist. Bicyclists approaching the bicycle ramp need to be provided the choice of merging left into the lane or moving right to use the bicycle ramp. Bicycle ramps should be placed at a 35 to 45 degree angle to the departure roadway and the sidewalk to enable the bicyclists to use the ramp and discourage bicyclists from entering the shared-use path at a speed that is detrimental to the pedestrians. The shared-use path should be designated as Class I Bikeways; however, appropriate regulatory signs may need to be posted if the local jurisdiction has a law(s) that prohibit bicyclists from riding on a sidewalk.

A landscape buffer or strip between the shared-use/Class I Bikeway and the circular roadway of the roundabout is needed and should be a minimum of 2 feet wide.

**Figure 405.10**  
**Roundabout Geometric Elements**



**NOTE:**

This figure is provided to only show nomenclature and is not to be used for design details.

Pedestrian crossings may also be used by bicyclists; thus, these shared-use crossings need to be designed for both bicyclist and pedestrian needs.

(9) *Transit Use.*

Transit vehicles and buses will not have difficulty negotiating a roundabout when it has been designed using the California Legal design vehicle or the STAA design vehicle. However, to minimize passenger discomfort, a roundabout should be designed such that the transit vehicle or bus does not use the truck apron, if one is present.

(10) *Stopping Sight Distance and Visibility.*

See Index 201.1 for stopping sight distance guidance at roundabouts.

It is desirable to create a domed or mounded central island, between 3.5 to 6 feet high, to focus attention on the approach and through roundabout alignment. A domed central island provides a visual screen from downstream alignment and other distractions.

(11) *Speed Consistency.*

Consistency in operating speeds between the various movements within the roundabout can minimize collisions between traffic streams. The operating speeds between competing traffic streams and between consecutive geometric elements should be minimized such that the maximum speed differential between them is no more than 15 mph; it is preferred that the operating speed differential be less than 10 mph.

(12) *Path Alignment (Natural Path).*

As two traffic streams approach the roundabout in adjacent lanes, drivers and bicyclists will be guided by lane markings up to the entrance line. At the yield point, they will continue along their natural trajectory into the circulatory roadway. The speed and orientation of the design vehicle at the entrance line determines what can be described as its natural path. The geometry of the exits also affects the natural path that the design vehicle travels. The natural path of two

vehicles are not to overlap, see NCHRP Guide 2, Section 6.7.2.

(13) *Splitter Islands.*

Splitter islands (also called separator islands, divisional islands, or median islands) will be provided on all roundabouts. The purpose is to provide refuge for pedestrians, assist in controlling speeds, guide traffic into the roundabout, physically separate entering and exiting traffic streams, and deter wrongway movements.

The total length of the raised island should be at least 50 feet although 100 feet is desirable. On higher speed roadways, splitter island lengths of 150 feet or more is beneficial. Additionally, the splitter island should extend beyond the end of the exit curve to prevent exiting traffic from crossing into the path of approaching traffic. The splitter island width should be a minimum of 6 feet at the pedestrian crossing to adequately provide refuge for pedestrians.

Posted speeds on the approach roadway greater than or equal to 45 mph require the splitter island length, as measured from the inscribed circle diameter, to be 200 feet. In some instances, a longer splitter island may be desirable. Concrete curb is to be provided on the right side of the approach roadway equal to the length of the splitter island from the inscribed circle diameter.

(14) *Access Control.*

The access control standards in Index 504.3(3) and 504.8 apply to roundabouts at interchange ramp intersections. The dimensions shown in Index 504.8 are to be measured from the inscribed circle diameter.

Driveways should not be placed within 100 feet from the inscribed circle diameter.

(15) *Lighting.*

Lighting is required at all roundabouts. See the Traffic Manual Chapter 9 as well as consult with the District Traffic Operations Branch.

*(16) Landscaping.*

Landscaping should be designed such that drivers and bicyclists can observe the signing and shape of the roundabout as they approach, allowing adequate visibility for making decisions within the roundabout. The landscaping of the central island can enhance the intersection by making it a focal point, by promoting lower speeds and by breaking the headlight glare of oncoming vehicles or bicycles. It is desirable to create a domed or mounded central island, between 3.5 to 6 feet high, to increase the visibility of the intersection on the approach. Contact the District Landscape Architecture Unit to provide technical assistance in designing the roundabout landscaping.

*(17) Vertical Clearance.*

The vertical clearance guidance provided in Index 309.2 applies to roundabouts.

*(18) Drainage Design.*

See Chapter 800 to 890 for further guidance.

*(19) Maintenance.*

In climate regions where snowfall occurs and the use of snow removal equipment is necessary, consider tapering the approach ends of curbs. Contact the District Maintenance Engineer and appropriate Regional Manager for maintenance strategies and practices including seasonal operations, maintenance resources, and specialized equipment. Special equipment or procedures may be needed. Maintenance responsibilities may also include multiple state, county, and city agencies where coordination of maintenance efforts and funding is needed.

- (a) Ramp Intersection Analysis--For the typical local street interchange there is usually a critical intersection of a ramp and the crossroads that establishes the capacity of the interchange. The capacity of a point where lanes of traffic intersect is 1500 vehicles per hour. This is expressed as intersecting lane vehicles per hour (ILV/hr). Table 406 gives values of ILV/hr for various traffic flow conditions.

If a single-lane approach at a normal intersection has a demand volume of 1000 vph, for example, then the intersecting single-lane approach volume cannot exceed 500 vph without delay.

The three examples that follow illustrate the simplicity of analyzing ramp intersections using this 1500 ILV/hr concept.

- (b) Diamond Interchange--The critical intersection of a diamond type interchange must accommodate demands of three conflicting travel paths. As traffic volumes approach capacity, signalization will be needed. For the spread diamond (Figure 406A), basic capacity analysis is made on the assumption that 3-phase signalization is employed. For the tight diamond (Figure 406B), it is assumed that 4-phase signal timing is used.
- (c) 2 Quadrant Cloverleaf--Because this interchange design (Figure 406C) permits 2-phase signalization, it will have higher capacities on the approach roadways. The critical intersection is shared two ways instead of three ways as in the diamond case.

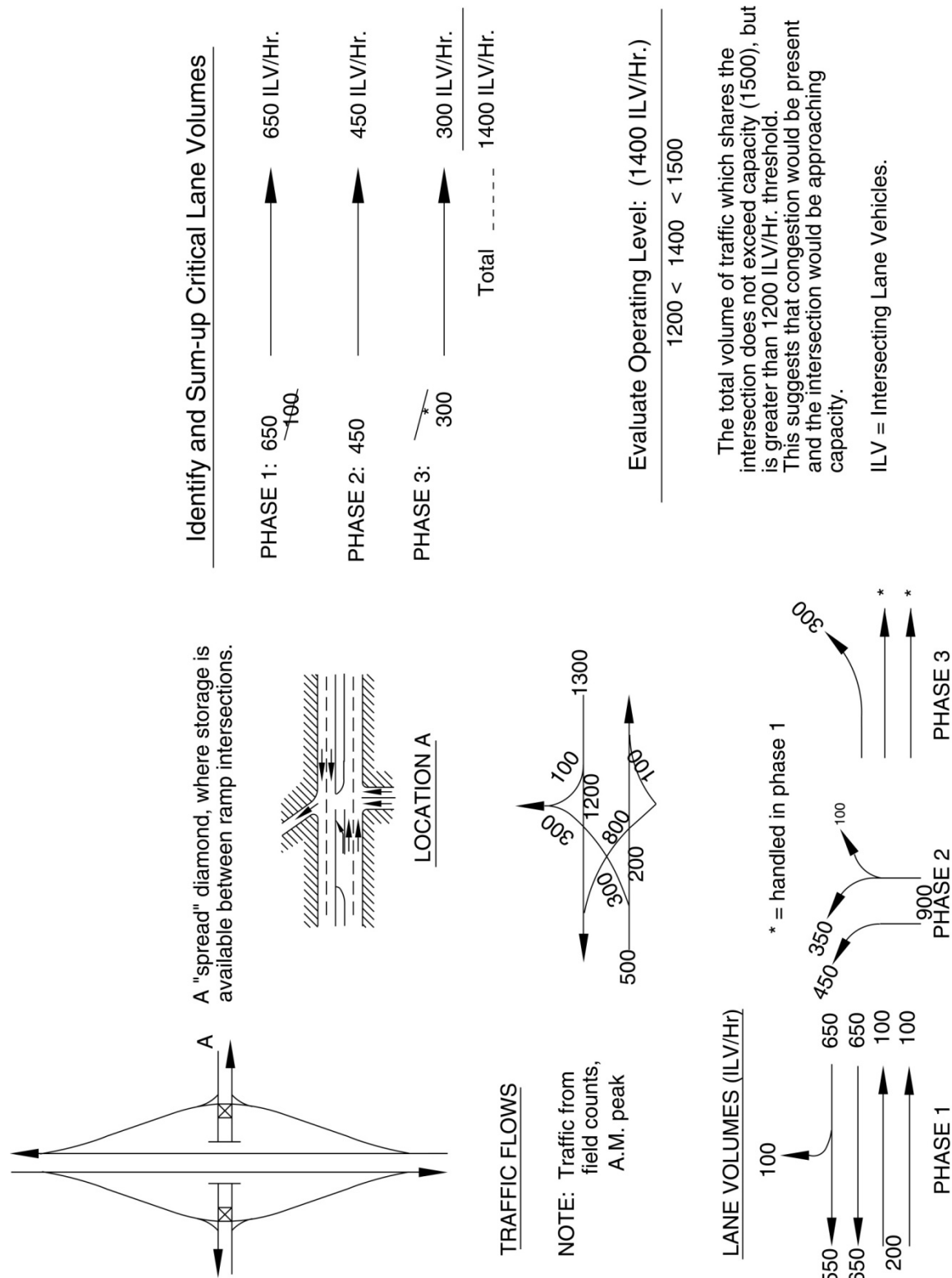
## Topic 406 - Ramp Intersection Capacity Analysis

The following procedure for ramp intersection analysis may be used to estimate the capacity of any signalized intersection where the phasing is relatively simple. It is useful in analyzing the need for additional turning and through traffic lanes. For a more complete analysis refer to the Highway Capacity Manual.

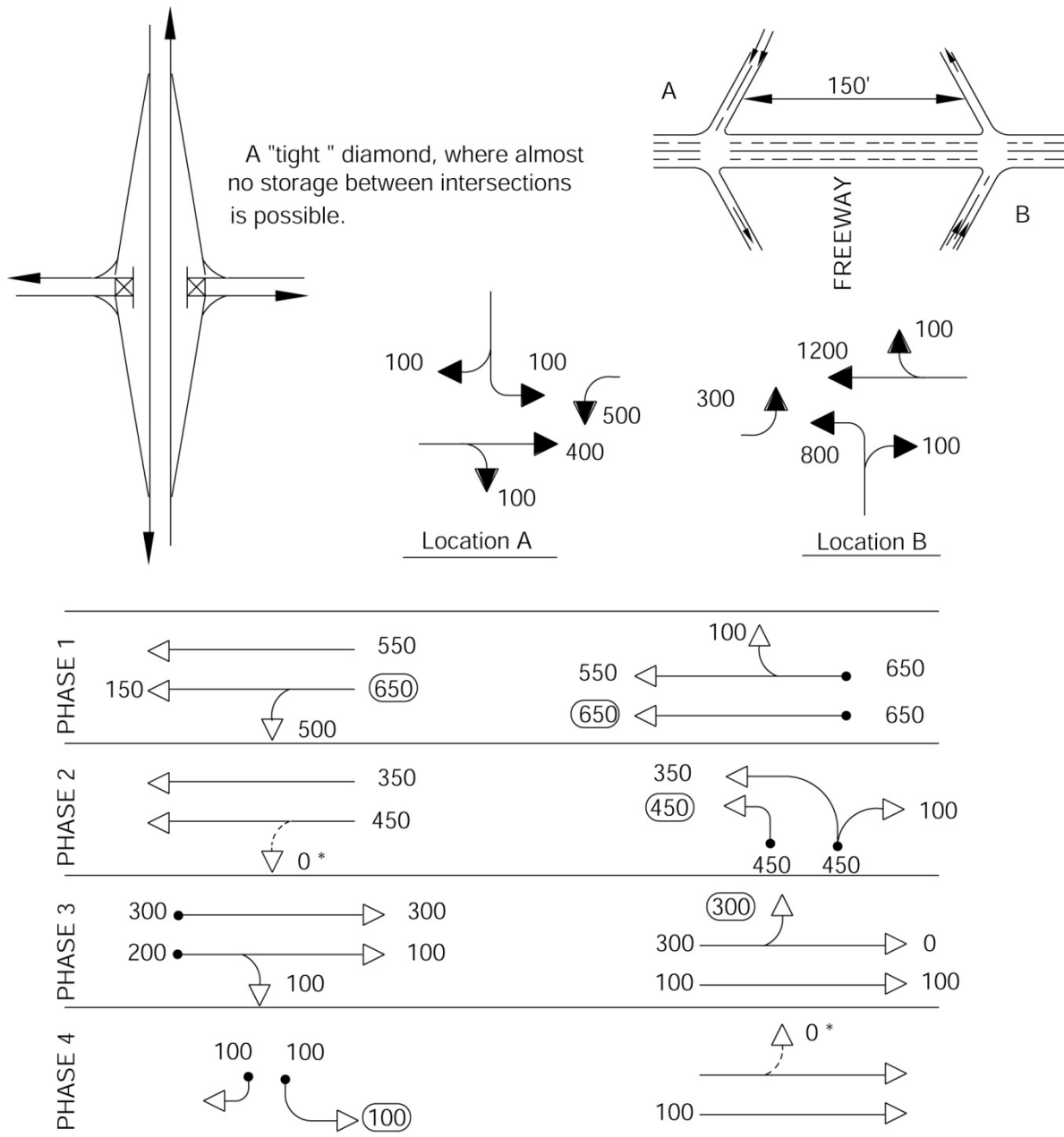
**Table 406****Vehicle Traffic Flow Conditions at Intersections at Various Levels of Operation**

<i>ILV/hr</i>	Description
<hr/>	
<i>&lt; 1200:</i>	
	Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free midblock operations.
<hr/>	
<i>1200-1500:</i>	
	Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs on some approaches.
<hr/>	
<i>1500 (Capacity):</i>	
	Stop-and-go operation with severe delay and heavy congestion <sup>(1)</sup> . Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.
<hr/>	
NOTE:	
(1) The amount of congestion depends on how much the ILV/hr value exceeds 1500. Observed flow rates will normally not exceed 1500 ILV/hr, and the excess will be delayed in a queue.	

Figure 406A  
Spread Diamond



**Figure 406B**  
**Tight Diamond**



\*NOTE: When no storage at all is permitted, left-turn movement is cleared during this phase.

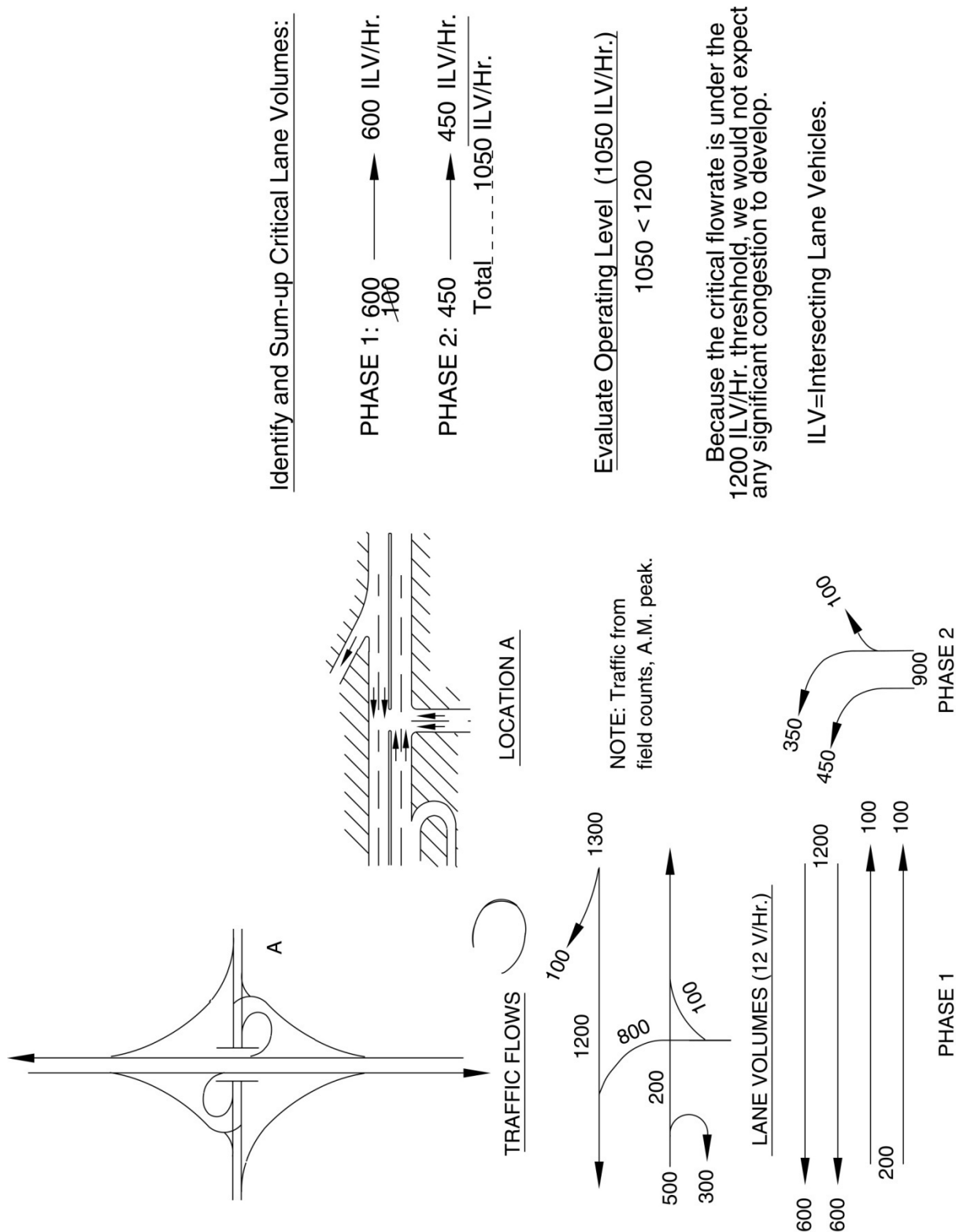
Critical Lane Volumes:

650  
450  
300  
100

ILV=Intersecting Lane Vehicles.

1500 ILV/Hr.

Figure 406C  
Two-quadrant Cloverleaf



# Attachment “F”

## Wastewater

**HAMPTON INN & SUITES  
REPORT OF WASTE DISCHARGE  
TECHNICAL REPORT**

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**WASTEWATER TREATMENT SYSTEM  
FOR THE PROPOSED**

**HAMPTON INN & SUITES**

**40758 SIERRA DRIVE, THREE RIVERS, CALIFORNIA 93271  
APN #068-100-010 and #068-080-010**

**Prepared by ALD GENERAL ENGINEERING, INC.**

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## **1.0 BACKGROUND**

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### ***1.1 INTRODUCTION***

This report is prepared pursuant to the guidance in State Water Resources Control Board Order WQ 2014-0153-DWQ, Attachment B-1.

This report provides details for the proposed Hampton Inn Hotel and future service station, market, and subway, or equivalent, onsite wastewater treatment system in Three Rivers, California (See Appendix B for Vicinity Map and Site Plan).

The project is comprised of two undeveloped parcels (APN# 068-080-010<sup>1</sup> and 068-100-010<sup>2</sup>) that cumulatively comprise 4.39 acres and are located at 40758 Sierra Drive in Three Rivers, California<sup>3</sup>. The site is located on the east side of Highway 198 about 1.2 miles south of Three Rivers in Tulare County, California (See Appendix B for Vicinity Map and Site Plan). These properties are owned by Satwant Sanghera. The proposed development of the aforementioned parcels has site limitations (e.g. setbacks to wells, available space) that require the installation of a single wastewater system for the two parcels.

The proposed Hampton Inn Hotel (APN #068-080-010) is a 105-room hotel (185 beds) that will provide lodging for the traveling public. The calculated total average monthly influent rate for the hotel is 13,725 gpd. The future Commercial Development on frontage lot (APN #068-100-010) includes a service station with 3 pump islands<sup>4</sup> and a market, and Subway restaurant, or equivalent<sup>5</sup>. The calculated total average monthly influent rate for the future development of the frontage lot, based on uses identified by the client, is 3,420 gpd. The cumulative anticipated flow is 17,145 gallons per day. The proposed facilities will be located at the site shown in Appendix B.

The proposed wastewater treatment facility will be constructed in two phases. Phase I will include all wastewater treatment facilities, with the exception of the STEP tank (septic tank with effluent pump) independently sized for the future commercial development of the frontage. The STEP tank is the sole component for Phase II (See Appendix B for Site Plan and Figure 1 for visualization of Phase I and II).

### ***1.2 FACILITY DESCRIPTION – GENERAL OVERVIEW***

The proposed wastewater treatment facility is a media bed filtration system (Orenco AX-MAX system) with disinfection (ultraviolet treatment process), producing tertiary treated water which is discharged to the proposed subsurface drip field. The system is designed with the capability to treat a maximum flow of 17,145 gallons per day. The system will run 24 hours a day over 365 days a year.

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<sup>1</sup> 2.81 acres

<sup>2</sup> 1.58 acres

<sup>3</sup> Section 26, Township 17 South, Range 28 East, Mount Diablo Base and Meridian.

<sup>4</sup> 2 multi-pump dispensers per island

<sup>5</sup> Or equivalent type of restaurant with limited/minimal amounts of FOG (Fats, Oils, and Grease). Cumulative Grease and Oil contribution to the advanced treatment unit below 25 mg/L.

## 2.0 WASTEWATER TREATMENT FACILITY

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### 2.1 DOMESTIC WASTEWATER CHARACTERIZATION (UNTREATED WASTEWATER)

Wastewater will be generated at the proposed hotel by domestic sources that include: sinks, toilets, showers, laundry, and limited food preparation and associated dish washing/dish washer. The proposed hotel will serve breakfast, which consists of reheating prepackaged food in their food prep area and washing of cook wear used in the reheating process. All dinnerware and flatware will be disposable.

Wastewater will be generated at the future development of the frontage lot (service station and market, and Subway restaurant) primarily via a public restroom (e.g. sinks, toilets) and limited food production for a Subway Restaurant, or equivalent.

#### 2.1.1 Anticipated Flow Rates

The anticipated domestic wastewater flow rates for the proposed uses is 17,145 gallons per day (Qmax) (see Table 1 for summary) (See Table 2 and 3 for details), based on estimated waste / sewage flow rates from the 2019 California Plumbing Code (CPC Table H 201.1(4)).

**Table 1** Summary of Anticipated Flows.

Facility	Flow Rates
Hotel	13,725 gpd
Frontage Lot – Future Commercial Development	3,420 gpd
<b>TOTAL</b>	<b>17,145 gpd</b>

#### *Hotel Flow Rate:*

We evaluated the flow per room at 60 gpd/bed (per 2 person), and the flow for the laundry based on ½ load (cycle) per room per day, with a typical commercial washing unit use rate of 50 gallons per cycle. Flow rates are based on an average occupancy rate of 100 percent capacity. See Table 2 for itemized flow values.

We verified the anticipated flow rates with a water study provided by Chris Ott, HTL Hospitality Advisor for the project, for one of their network hotels. The reference entitled, a Water Savings Analysis for the St. Regis Resort, summarizes water conservation studies completed for the hotel sector for various hotel type (e.g. deluxe/resort, luxury, mid-market, economy). The total water usage by hotel type for a mid-market hotel is 100 gallons per day per room<sup>6</sup>, and regardless of the hotel type the domestic<sup>7</sup> water use is 53 gallons per day per room, based on an average occupancy of 1.5 guest per room and an occupancy rate of 80 percent. Extrapolating the aforementioned value from 80 to 100 percent occupancy (Qmax), changes the value from 100 to 125 gallons per day per room. The typical percentage of the daily water use for laundry vs. other uses (restrooms, food service, HVAC, landscaping, other) is 20 percent.

Thus, we compared our anticipated flow per room at 130.7 gpd to the typical total water usage for a mid-

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<sup>6</sup> Domestic, kitchen, laundry, HVAC, landscaping, etc.

<sup>7</sup> toilets, hand washing, misc. use, showers

market hotel at 100 (80 percent occupancy) and 125 (100 percent occupancy) gallons per day, which matches the studies values well. And we compared the ratio of our anticipated flow for laundry versus the flow per room (25 gpd / 130.7 gpd) at 19.1 percent, which matches the typical value from the study (20 percent). Therefore, we believe that anticipated flow rates accurately represent the proposed hotels wastewater demand.

**Table 2** Flow Rates – Hotel

<b>Hotel</b>	<b>No. Rooms/Beds</b>	<b>Unit Flow</b>	<b>Anticipated Flow</b>
Based on Beds	185 Beds <sup>1,2</sup>	60 gpd/bed	11,100 gpd
Addition for Laundry	0.5 cycles/room/day	50 gal/cycle	2,625 gpd
<b>Total Hotel Anticipated Flow</b>			<b>13,725 gpd</b>

<sup>1</sup> The number of guestrooms, by type, for the proposed hotel are listed in Table A.1 in Appendix A.

<sup>2</sup> The hotel shall have low-flow fixtures, reducing the wastewater demand on the overall facility.

#### ***Future Commercial Development Flow Rate:***

We evaluated the flow for the future development based on an estimated number of employees, gas pump island, retail space, and restaurant space, provided by the client. See Table 3 for itemized flow. Since these numbers characterize a future development, the type of uses and anticipated flows must be verified prior to implementation.

**Table 3** Flow Rates – Future Commercial Development on Frontage Lot.

<b>Service Stations and Market</b>	<b>Number</b>	<b>Unit Flow</b>	<b>Anticipated Flow</b>
Employees	6 Employees	20 gpd/employee	120 gpd
Pump Islands	3 Pump Islands <sup>1</sup>	1000 gpd for 1 <sup>st</sup> island 500 gpd for each additional pump island	2,000 gpd
4,000 sq.ft. retail space	4,000 sq.ft.	1 gpd/10 sq.ft.	400 gpd
1,000 sq.ft. fast food restaurant space (Subway)	100 Meals per day peak	2 gpd/single service 7 gpd/toilet use	900 gpd
<b>Future Commercial Development Anticipated Flow Applied</b>			<b>3,420 gpd</b>

<sup>1</sup>1 Pump Island has 2 multi-pump dispensers.

#### ***2.1.2 Wastewater Characteristics***

The water discharged to the subsurface will be made up entirely of domestic wastewater that has been treated to the tertiary level. Table 4 and Table 5 describes the influent<sup>8</sup> and effluent quality of wastewater, respectively. Since the facility falls below 20,000 gpd no nitrogen evaluation is necessary.

<sup>8</sup> Septic Tank effluent is approximately equal to half the waste strength of the raw wastewater influent.

**Table 4** Raw Wastewater Influent Quality. See Table A.7 in Appendix A for detailed calculations<sup>9</sup>.

	<b>BOD (mg/L)</b>	<b>TSS (mg/L)</b>
Hotel and Frontage Lot Dev.	510	150

For comparison purposes only, Orenco asserts the typical BOD waste strength for hotels and a Subway restaurant is 150 mg/L and 500 mg/L, respectively. These waste strengths combined with the aforementioned flow rates, have a weighted average value of 220 mg/L. Thus, the calculated value (255 mg/L) is 16 percent higher, or contains an effective 16 percent safety factor, when compared to Orenco.

**Table 5** Effluent Water Quality Limitations.

<b>Constituent</b>	<b>Unit</b>	<b>Average Monthly Limit</b>	<b>7-Day Average Limit</b>
Biochemical Oxygen Demand (BOD)	Milligrams per liter (mg/L)	30	45
Total Suspended Solids (TSS)	mg/L	30	45

According to the manufacturer of the media bed filtration system (AX-MAX), "when loaded at or below the application loading rates, AdvanTex systems typically achieve treatment levels of <10 mg/L BOD<sub>5</sub> and TSS (30-day average or 30-day arithmetic mean), and they typically provide reduction of Total Nitrogen (TN) >60%, with nitrification exceeding 95%." And pursuant to the manufacturer, Grease and Oil contribution to the AX-Max unit must not exceed 25 mg/L.

Influent flows and waste strength, and effluent waste strength needs to be measured once the expansion is completed and the system is installed to confirm design values. Confirmation testing shall also include oil and grease values to confirm values are < 25 mg/L. If O&G values exceed 25 mg/L, pre-aeration is required. Adjustments may need to be made if actual waste strengths or flows differ from design values. Any changes in usage that may affect flows or waste strength require a review by the designer.

## **2.2 WASTEWATER TREATMENT SYSTEM**

The proposed wastewater treatment system consists of two meander septic tanks, a media bed filtration system (Orenco AX-MAX system), ultraviolet (UV) disinfection system integrated in the AX-MAX, and subsurface drip field.

Wastewater from the hotel is conveyed to a 42-ft (15,000 gallon) Orenco T-Max traffic rated meander septic tank, and wastewater from the service station, market, and Subway is conveyed to a 14-ft (5,000 gallons) Orenco T-Max traffic rated Meander septic tank, by way of a gravity sewer main. Meander septic tanks will provide primary treatment. Sludge, scum, and biosolids captured in the septic tanks will be pumped by a licensed pumper and transported to an authorized disposal facility.

<sup>9</sup> Table A.7 quantifies the septic tank effluent quality. Influent values shown in Table 4 are calculated by multiplying effluent values by a factor of 2.

From the septic tanks, the primary treatment effluent is then pumped, via a Biofilter duplex pump, to the media bed filtration system. A duplex pump allows for continued operations in the event one pump needs to be shut down for cleaning or repair. The media bed filtration system is comprised of two AX-MAX pods to accommodate the required amount of filtration surface area.

In the media bed filtration system, effluent is distributed on a media bed via sprinklers. Effluent trickles through the media and is then either conveyed to the subsurface irrigation system or returned to the beginning of the media bed filtration system for additional treatment (up to four times).

From the advanced treatment system and associated equipment, the wastewater is disinfected using an ultraviolet (UV) treatment system, by Sanitron, and is discharged to a subsurface drip field. The systems cumulative calculated total average monthly influent rate is 17,145 gpd. The wastewater system will be located as shown in Appendix B – Site Plan.

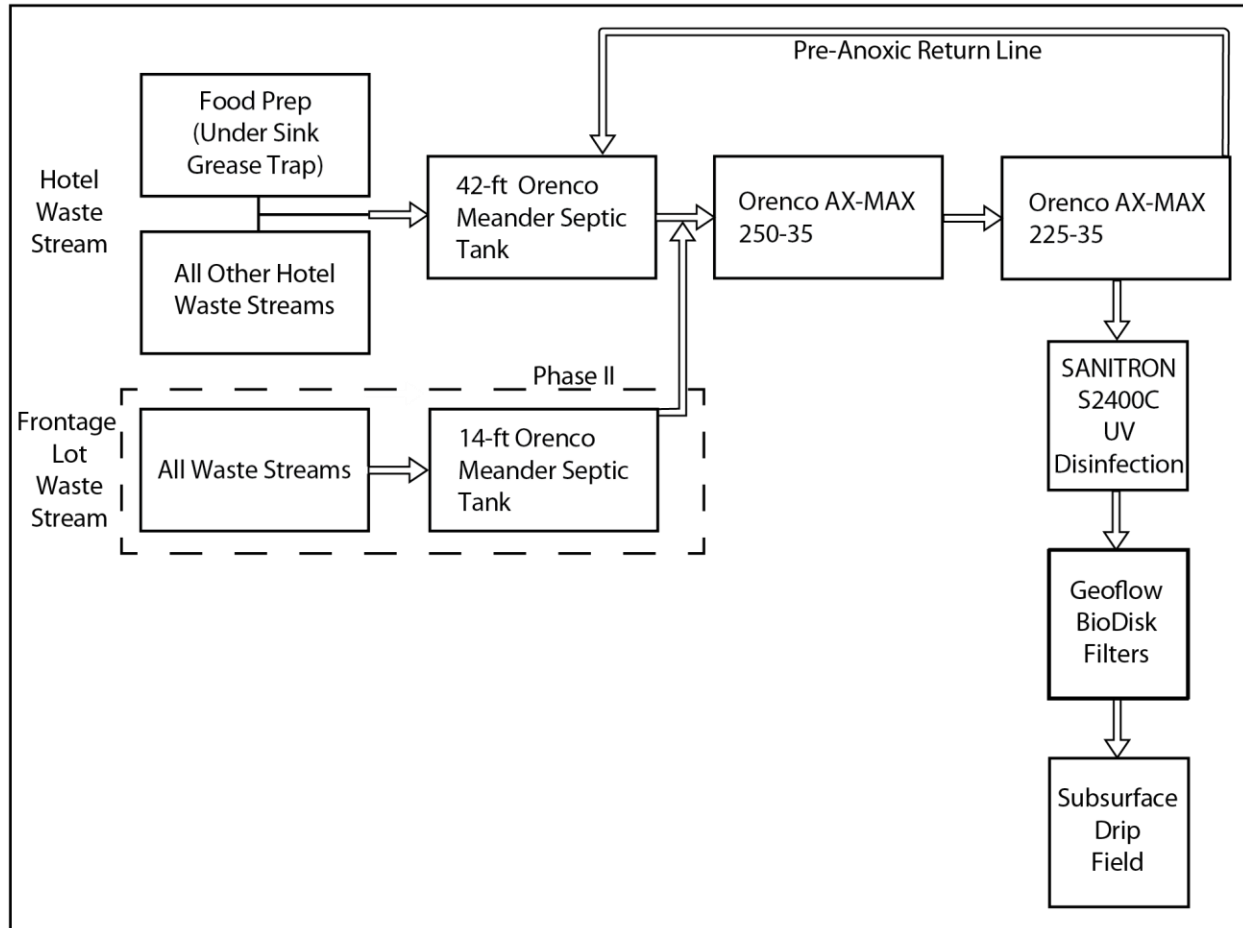
### ***2.2.1 Wastewater Treatment Schematic***

See

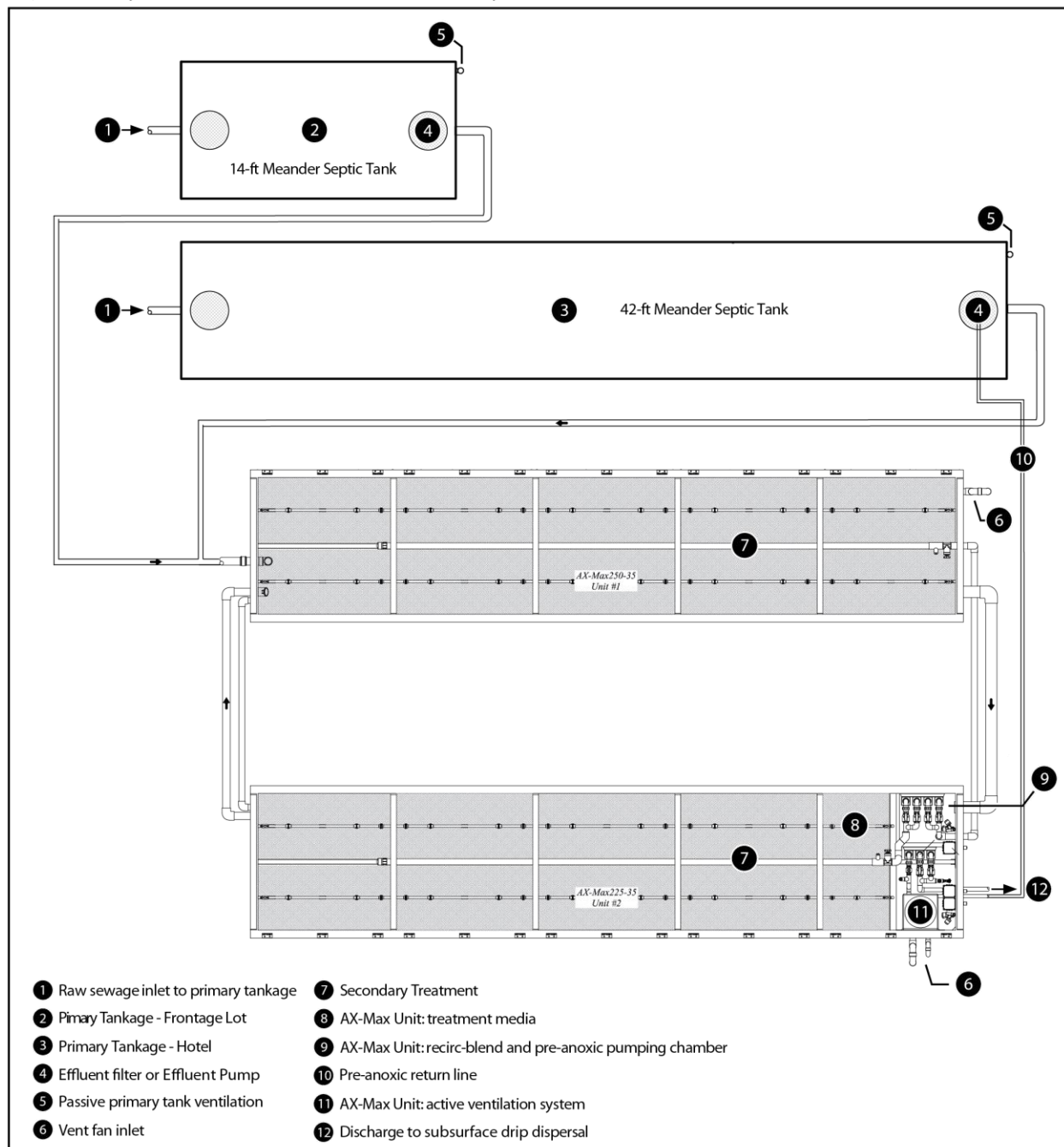
Figure 1 and Figure 2 for simplified layouts/schematics of wastewater treatment system. See Appendix B

for Site Plan.

**Figure 1** Wastewater Treatment System Flow Sheet. Pre-Anoxic Return Line will be plumbed into the 2<sup>nd</sup> compartment of the 15,000-gallon meander septic tank. AdvanTex AX-Max units are configured with integral recirculation-blend capacity and do not require an external recirculation-blend tank. Phase II components will be built in the future as part of the future frontage lot development, all other components will be built at this time.



**Figure 2** Layout of the Wastewater Treatment System (Modified from Orenco Document NDA-ATX-1).



## 2.2.2 System Components

### 2.2.2.1 Pretreatment Components (grease traps.)

Any septic system that receives high strength wastewater from a commercial food service facility must have an approved and properly sized and functioning oil/grease interceptor. The hotel food prep area requires a grease interceptor with a minimum rating capacity of 35 gpm and 70-pounds grease to be installed downstream of the food prep's 3-compartment sink and dishwasher (see Section A.1 in

Appendix A for sizing calculations). Sizing and installation must conform to the manufacturers recommendations and based on PDI<sup>10</sup> Guide Lines.

The future subway on the frontage lot will require an appropriately sized grease interceptor that must be verified by the system designer prior to implementation.

See Section 2.3 for grease interceptor maintenance requirements.

#### **2.2.2.2 Primary Treatment Equipment**

Properly sized septic tanks are imperative in order to reduce commercial strength wastewater to an acceptable level prior to advanced treatment. We propose to use an Orenco Meander Septic Tank with 30 gpm Biofilter duplex<sup>11</sup> effluent pumps. For meander tank sizing and justification see Orenco's Design Review Letter (Attachment D).

See Table 6 for Septic Tank Specifications. For comparison purposes, tankage calculations based on the anticipated flow and drainage fixture units are included in Section A.2 in Appendix A.

**Table 6** Summary of Septic Tank Sizes.

<b>Facility</b>	<b>Septic Tank</b>
Hotel	42-ft (15,000 gallon) Orenco T-Max traffic rated meander septic tank
Frontage Lot – Future Commercial Development	14-ft (5,000 gallon) Orenco T-Max traffic rated meander septic tank

The use of a pre-Anoxic tank for primary treatment of Type 5 waste is recommended by the manufacturer (1x peak daily flow), but the manufacturer approved the omission of a pre-anoxic tank requirement for Type 5 Waste (Orenco's waste classification for Hotels/Motels) because there is no nitrogen limit for flow rates less than 20,000 gpd (State Water Resources Control Board Order WQ 2014-0153-DWQ).

#### **2.2.2.3 Media Bed Filtration System Equipment**

The proposed Orenco AdvanTex treatment system is the AX-MAX unit. The filter treatment area is sized based on organic loading rate (OLR for BOD<sub>5</sub>) and hydraulic loading rate (HLR). The area required for the OLR is most restrictive; therefore, the system requirements is designed based on the OLR. The minimum treatment surface area based on OLR is 457 square feet. The proposed treatment surface area is 475 square feet, and is achieved by using the following AX Pods: (1) AX-MAX250-35 and (2) AX-MAX225-35.

See Section A.3 in Appendix A for sizing calculations.

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<sup>10</sup> Plumbing and Drainage Institute (PDI)

<sup>11</sup> Duplex pumps work by alternating from one dose to the next.

#### **2.2.2.4 Disinfection System Equipment**

Disinfection of the treated wastewater is incorporated into the wastewater treatment system to mitigate the fast percolation rates (1 minute per inch or faster). Disinfection shall be performed by UV treatment, using two (2) Sanitron's S2400C treatment units installed in series to allow for system redundancy and resilience. The units are each rated for flows of 40 gpm.

#### **2.2.2.5 Treated Effluent Disposal Method**

The proposed effluent disposal method is subsurface drip dispersal using Geoflow's WasteFlow PC (pressure compensating) 1.0 gph drip line with 2-foot emitter spacing. The subsurface drip irrigation system will be installed at 8-inches below the surface with an area of approximately 0.33 acres. The size is based on an average percolation rate of 0.45 minutes per inch (mpi), a design loading rate of 1.2 gal/ft<sup>2</sup>/day, and a capacity of 17,145 gpd.

The dosing tank and 30 gpm duplex discharge pumps are integrated into the AX-MAX unit.

See Sections 2.2.3 below for supporting site conditions (soils, groundwater, surface water, water supply, setbacks). See Geoflow Subsurface Drip Design Spreadsheet for design details and calculations.

The subsurface disposal systems shall hold in reserve sufficient land area for possible future 100-percent replacement of the subsurface disposal system. The 100-percent replacement area is shown in Appendix B – Site Plan.

### **2.2.3 Site Conditions**

#### **2.2.3.1 Soils**

In general, the soils encountered within the proposed effluent dispersal area and 100 percent expansion area consists primarily of fine to medium-grained sand (SP) to a maximum explored depth of 5 feet. The parent material is alluvium derived from granitic bedrock. Percolation testing of the dispersal area and 100 percent expansion area suggest that the soils have a very high absorption potential (0.45 minutes per inch). The site evaluation from The Dirt Guys is provided for reference in Appendix C.

The design loading rate is based on the manufacturers (Geoflow) loading rate for drip line in sandy clay loam with a treated effluent strength of <30mg/L (BOD<sub>5</sub> and TSS) is 1.2 gpd/sq.ft

#### **2.2.3.2 Groundwater**

Seasonally high Groundwater is located at approximately 10 to 12 feet below ground surface, as determined during The Dirt Guys site evaluation.

Pursuant to WDR Attachment 1, Table 5, Minimum Depth to Groundwater and Minimum Soil Depth from the Bottom of Dispersal System, for Perc Rates less than or equal to 1 MPI, require additional treatment. This requirement coupled with the groundwater depth in sandy soils, the proposed system must use disinfection.

#### **2.2.3.3 Surface Water**

The westside of the frontage lot is located about 210 feet from the nearest point to the active channel of the Kaweah River. No treated wastewater will be discharged directly to any water body.

A man-made pond is located about 50-feet west of the hotel parcel (See Site Plan in Appendix B). The pond is located more than 200-feet (setback requirement) from the proposed dispersal area and as such the pond is not discussed further in this report.

#### **2.2.3.4 Water Supply**

Potable water will be served to the hotel and frontage lot via a new commercial well that will be located more than 150 ft away from all the wastewater treatment system components (See Appendix B for Site Plan). A shared well agreement will be established for the frontage lot. See accompanying maps in Appendix B that identify the location of all groundwater wells within 150-feet of the subject parcels.

The frontage lot contains an existing well that must be properly abandoned (destroyed) (See Appendix B for Site Plan). A permit is required for the destruction of water wells anywhere in Tulare County. All well work must be done by a contractor having a valid C-57 license as issued by the Contractors State License Board. The well must be properly abandoned prior to the final inspection of the septic system by the designer.

The neighboring lot (APN #068-100-041) contains an abandoned commercial building. The lot is of insufficient size to develop a well, and as such contains a water agreement with the neighboring Comfort Inn & Suites (APN #068-360-028). The proposed dispersal field will maintain a 5-foot setback to the property line of the aforementioned neighboring lot without a well, which is reasonable because it will not impact their development potential for the aforementioned reasons.

#### **2.2.3.5 Setbacks**

The wastewater treatment system must maintain all setbacks described in Table 3 of the General order, as well as the following setback requirements, as summarized in the Table 7.

**Table 7** Summary of Setbacks.

Equipment or Activity	Domestic Well	Flowing Stream (see 1. Below)	Ephemeral Stream Drainage (see 2. Below)	Property Line
Septic Tank, Treatment System, or Collection System (see 3. Below)	150 ft. (see 4. below)	50 ft. (see 6. below)	50 ft.	5 ft. (see 6. below)
Leach Field (see 5. below)	100 ft, (see 6 and 7. below)	100 ft. (see 6. below)	5 ft	5 ft. (see 6. below)

1. A flowing stream shall be measured from the ordinary high-water mark established by fluctuations of water elevation and indicated by characteristics such as shelving, changes in soil character, vegetation type, presence of litter or debris, or other appropriate means.
2. Ephemeral Stream Drainage denotes a surface water drainage feature that flows only after rain or snowmelt and does not have sufficient groundwater seepage (baseflow) to maintain a condition of

flowing surface water. The drainage shall be measured from a line that defines the limit of the ordinary high-water mark (described in “a” above). Irrigation canals are not considered ephemeral streams drainage.

3. Septic Tank, Treatment System, or Collection System addresses equipment located below ground or that impedes leak detection by routine visual inspection
4. Setback established by Onsite Wastewater Treatment System Policy, section 7.5.6.
5. Leach Field includes all subsurface dispersal systems, including mound systems except seepage pits.
6. Setback established by California Plumbing Code, Table K-1.
7. California Well Standards, part II, section 8.

## **2.3 OPERATIONS AND MAINTENANCE**

With certain exceptions<sup>12</sup>, anyone performing construction work in California must be licensed by the California Contractors’ State License Board. Septic tank and/or leach field service (repairs, pumping, etc.) shall be performed only by a California licensed General Engineering (A), Plumbing (C-36), or Sanitation System (C-42) contractor.

A maintenance agreement with a certified Orenco Maintenance provider and pump contractor will have to be provided to the permitting authority prior to final approval. The maintenance agreement must state that they assume responsibility to maintain the system continuously for the life of the system, or until another maintenance provider is hired and a copy of such maintenance agreement is provided.

The MANUFACTURER shall provide the services of a trained representative for training the OWNER’S service provider, inspecting all AX-MAX units, wiring, and unit placement and installation.

### **2.3.1 Describe Routine Operation and Maintenance Procedures**

The Discharger shall maintain a record of all septic service activities for a minimum of five years. At a minimum, the record shall include the date, nature of service, service company name, and service company state contractor license number.

Septic tanks shall be pumped when any one of the following conditions exists:

- The combined thickness of sludge and scum exceeds one-third of the tank depth of the first compartment.
- The scum layer is within 3 inches of the outlet device.
- The sludge layer is within 6 inches of the outlet device.

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<sup>12</sup> Limited repairs may be performed by homeowners or contractors as allowed by the Business and Professions Code (Bus. & Prof. Code, §§ 7044, 7048).



**Figure 3** Orenco's suggested scheduled maintenance activities and times (from Orenco Document No. AIM-OM-ATX-4). However, system discharge limits and influent loads dictate actual O&M requirements.

Scheduled Maintenance Reference Chart		Recommended Activity Period					
		Monthly	Quarterly	Semi-annually	Annually	Biennially	
Activity	Visually Inspect Tank Liquid Levels	• <sup>1</sup>	•				
	Check Biotube® Effluent Filters; Clean as Required	• <sup>1</sup>	•		•		
	Check Biotube® Pump Vault Filters; Clean as Required	• <sup>1</sup>	•		•		
	Record Elapsed Time Meters and Event Counters for All Pumps	•					
	Inspect Spin Nozzles, Clean as Required	• <sup>2</sup>		•			
	Confirm Proper Operation of Automatic Distributing Valve (if applicable)	•					
	Sample Influent and Effluent Quality Parameters <sup>3</sup>		• <sup>1</sup>	•			
	Confirm and Record Pump Voltages and Amperages		• <sup>1</sup>		•		
	Inspect Distribution of Effluent in AX-Max Units; Clean as Required			•			
	Record Scum and Sludge Accumulation in Tanks				•		
	Flush Distribution Laterals in AX-Max Units				•		
	Inspect Pumping System Components; Clean as Required				•		
	Replace Lithium Battery in TCOM Control Panel (if applicable)					•	

<sup>1</sup>This maintenance schedule is only required during the first year of system operation.

<sup>2</sup>This maintenance schedule is only required during the first quarter of system operation.

<sup>3</sup>Recommended guidelines only. Sampling should be scheduled according to regulatory requirements.

- The service provider should be present during installation, so they are familiar with the system, especially those service lines, conduits, and connections that get buried. Ideally all system components are documented using aerial photography to maintain an accurate record of all system components. A detailed as-built drawing must be maintained on-site.
- DO NOT dispose of toxics or chemicals into system, such as restaurant degreasers, cleansers, wax strippers for linoleum, carpet shampoo and its waste products, and other toxics. As a general

rule, nothing should go into any wastewater treatment system that hasn't been ingested, other than toilet tissue, mild detergents, and wash water. Every system user and qualified service provider should be familiar with the basic guidelines below:

- No septic additives
  - No flammable or toxic products
  - No excessive household cleaners
  - No chlorine bleach, chlorides, and pool or spa products
  - No pesticides, herbicides, or agricultural chemicals or fertilizers
  - No RV waste (unless the system is specifically designed and engineered to treat such waste)
  - No water softener backwash
  - No surface runoff or stormwater runoff
  - No excessive amounts of fats, oils and grease (FOG)
  - No food byproducts
  - No cigarette butts
  - No paper towels, newspapers, sanitary napkins, diapers, disposable wipes, floss, gum or candy wrappers, etc.
- According to the manufacturer: Kitchen dishwashing appliances used in conjunction with AdvanTex treatment must be high-temperature appliances. For systems with low-temperature, chemical-type appliances, pre-aeration will be necessary. Grease and Oil contribution to the AX-Max unit must not exceed 25 mg/L.

**GEOFLOW** (dispersal system manufacturer) maintenance requirements:

- Consult the Manufacturers Design, Installation, and Maintenance Guide available on their website. If additional information is needed, contact Geoflow.
- The BioDisk Filter Battery is a T filter setup for self-cleaning via automatic back washing. Two filters, with a max flow rate of 70 gpm, are placed on the manifold, allowing clean water from one filter to wash the other filter.
- The field flush valves are automatic and flush the field once a day.
- Geoflow Specific Routine and Preventative Maintenance Includes:
  - With the pump in the “manual” position, check the pressure in the drip field by using a pressure gauge on the Schrader valve located on the air vents and by reading the pressure gauge located in the Wasteflow Headworks box. The pressure should be the same as shown on the initial installation records.

- Periodically remove and clean the air vents, field flush and filter flush valves.
- Visually check and report the condition of the drip field, including any noticeable wetness.

**SANITRON** (disinfection (UV Treatment) system manufacturer) maintenance requirements:

- Consult the Manufacturers Installation, Operation, and Maintenance Manual available on their website. If additional information is needed, contact Sanitron.
- Lamp replacement is recommended every 10,000 hours of operation, approximately 12 months of continuous service. Lamps contain small amounts of mercury and as such should not be placed in the trash. Properly dispose of lamps, in a manner suitable to the local authority.
- Cleaning of the quartz sleeve, when conditions warrant. It is recommended that the inspection of quartz sleeve be performed after one month of use. If quartz sleeve is found to be coated (not clear), then frequency of cleaning must be done more often. Deposits or discoloration on the surface of quartz sleeve are caused by excessive levels of the subject contaminant within the water that is in contact with the quartz sleeve. Most deposits on the quartz sleeve are caused by an excess of calcium (hardness), iron or manganese. If quartz sleeve is clean (clear) then frequency of cleaning may be extended.
- SANITRON® Ultraviolet water purifiers are equipped with a manual wiping mechanism making the process of routine cleaning easier and therefore, recommended weekly or at the very least monthly to insure your performance.
- During inspections, confirm that approved GFCI receptacle is still operational and that water purifier is plugged into this GFCI.
- The system must be connected to the Orenco Control Panel to monitor the level of germicidal ultraviolet energy that penetrates the quartz sleeve and the water within the water purifier. This will signal a need for system cleaning or repair.

**GREASE INTERCEPTOR** best practices and interceptor maintenance requirements: even the best-designed interceptors properly installed will fail if they are not maintained. The precise requirements for maintenance will be dependent upon the amount of F.O.G. and sediment in the wastewater.

- The interceptor has a rated retention capacity equal to twice its flow rate expressed in pounds. The user must determine the cleaning schedule by measuring how much grease has been trapped over a period of time. Grease typically weighs about 8 pounds per gallon.

- The amount of solids entering the grease trap will increase the frequency of cleaning the interceptor. Eliminate solids entering the interceptor as much as possible. If excessive solids are passing into the line, the user must install a solids interceptor ahead of the grease trap.
- Dishwashing personnel must thoroughly scrape cookware to remove all food waste, especially cooking oils and creamy sauces and gravies which are high in grease, before rinsing dishes. Thorough scraping of dishes will prevent the majority of grease in your waste stream from entering the OWTS.
- Frequency of cleaning helps eliminate most of the odors associated with interceptors and increases its efficiency.
- When the interceptor is being cleaned, extra attention should be given to make certain that inlet, outlet, and air relief ports are clear of obstructions. Always take proper care to ensure a safe and healthy environment while cleaning the interceptor.
- Follow all manufacturer requirements and service provider requirements for proper maintenance and disposal.
- Grease and any other waste matter that has been removed from the interceptor should not be introduced into any drain, sewer, or natural body of water. This waste matter should be placed in proper containers for disposal. Depending on the amount of grease generated, an appropriately sized indoor storage container or outdoor storage bin. The client shall have a service agreement with a service provider that is certified to properly dispose of grease, in a manner suitable to the local authority. The frequency of grease disposal depends on the size of the trap, volume of grease produced, and storage bin capacity.

### ***2.3.1 Manufacturer (Orenco & Sanitron) Monitoring Requirements***

Regulatory monitoring requirements applicable to the treatment disposal methods will be identified in the Notice of Applicability (NOA) Letter.

Manufacturer monitoring requirements include:

#### **ORENCO:**

Take and Test Influent and Effluent Samples: Samples should be taken quarterly for the first year to establish a baseline. Subsequent testing after the first year may be reduced based on the establishment of this baseline. Regular samples will provide valuable information for ongoing maintenance and troubleshooting. All results obtained should be reported to the appropriate people, including Orenco.

#### **SANITRON:**

To ensure proper operation of the water purifier, regular biological testing of the purifier output water should be performed at minimum; (1) at installation, (2) quarterly for the first year of service and annually after first year of service, (3) at lamp replacement. Additional testing should be performed

whenever modifications, change, or additions are made to plumbing system, pumps, well source water etc. to ensure adequate disinfection under new condition.

### ***2.3.2 Treatment Operator Training and Qualifications Requirements***

The MANUFACTURER shall provide the services of a trained representative for training the OWNER'S service provider, inspecting all AX-MAX units, wiring, and unit placement and installation. All the equipment and materials required to perform testing shall be the responsibility of the CONTRACTOR. The MANUFACTURER shall submit a detailed start-up checklist for each unit, according to the manufacturer's inspection and startup procedures.

Orenco offers training courses via webinars and live workshop, both at their corporate headquarters and through local distributors. Contact Orenco at their headquarters or your local Orenco distributor for training and certification questions.

### ***2.3.3 Contingency plans for Repairs/Spills/Treatment Issues***

The wastewater treatment components that require repairs are installed in duplicate systems (e.g. septic tank effluent pumps, recirculation pumps, discharge pumps, UV treatment units) that alternate or are installed in series, and in the event one requires repairs, the other continues to operate.

## **3.0 DESIGN REFERENCES**

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This design meets the minimum requirements of Tulare County Environmental Health Department, including the County Local Agency Management Program (LAMP) pertaining to onsite wastewater treatment systems (OWTS) and State Water Resources Control Board Order WQ 2014-0153-DWQ.

Advanced Treatment Design requirements are all based on Technical Data Sheets and Design Manuals published by the Manufacturer (form: NDA-ATX-1 and NDA-EFS-1). And the design is reviewed and approved by the Manufacturer's (Orenco) Engineers Prior to submittal (see attached manufacturers Final Design Review Letter).

Additionally, all subsurface drip dispersal sizing and design criteria is based on manufactured pre-engineered data published by Geoflow, Inc., titled Subsurface Drip Dispersal and Reuse – Design, Installation, and Maintenance Guidelines.

## **4.0 LIMITATIONS**

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Design Criteria is based on field data (e.g. soil profiles and percolation testing) collected under the professional responsibility of The Dirt Guys. We shall be notified if variations or undesirable conditions are encountered during installation so that a re-evaluation can be made. The client should recognize that exposure of unexpected adverse conditions would require additional costs at the rate of \$125.00 per hour,

portal-to-portal. The same rate applies to additional inspections or trips to job site that are made due to circumstances beyond our control.

This project/technical report is based upon the calculated flows and waste strengths for the purpose of serving the Hampton Inn and Suites and frontage lot project. Influent flows, and influent and effluent waste strengths will need to be measured once the facility is operational to confirm design values. Adjustments may need to be made if actual waste strengths or flows differ from design values. Any changes in business operations that may affect flows or waste strength require a review by the system designer.

The choice to not include a pre-anoxic tank to allow for additional nitrogen reduction was based on the fact that the anticipated flow is below the threshold value that mandates nitrogen mitigations.

We prepared this report for the exclusive use of the owner, installer, and project design consultants and approval by the regulatory agencies. The report has been prepared in accordance with the Water Board State Water Resources Control Board Order WQ 2014-0153-DWQ. Services performed have been conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our agreement and included in this report.

General Conditions required for final installation approval:

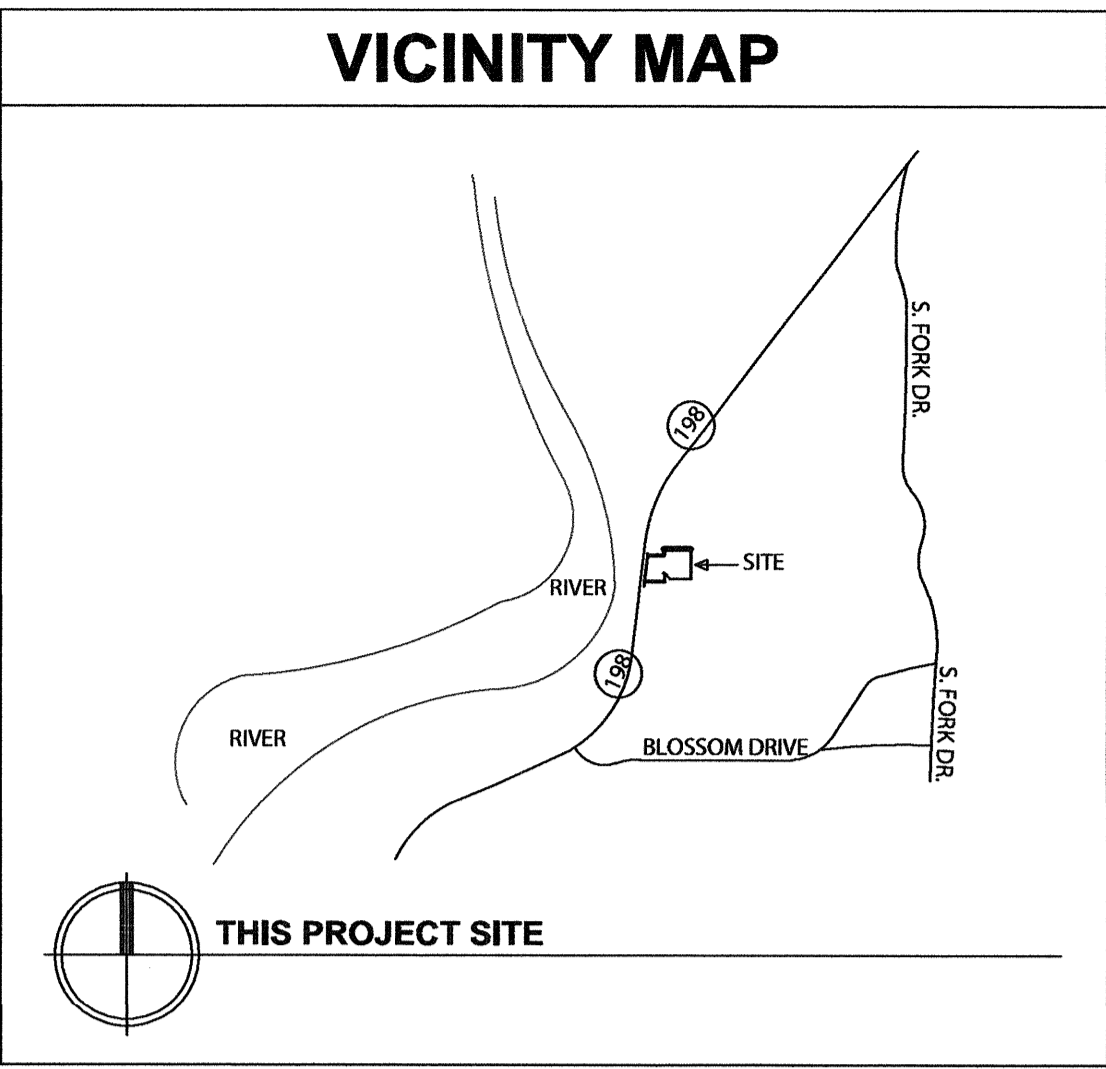
- A shared well agreement must be established for the frontage lot.
- A utility easement must be established for the wastewater treatment facilities installed on the frontage lot (e.g. dispersal field, lines, 100-percent replacement area).

SITE EVALUATION REPORT
APN: 068-100-010
PERCOLATION ABSORPTION CAPACITY
Location Depth (ft) Perc. Rate (gal/sf/day)
P-1 4 0.74 Min/Inch 7.15
P-2 4 0.33 Min/Inch 10.71
P-3 4 0.57 Min/Inch 8.15
P-4 4 0.57 Min/Inch 8.15
P-5 4 0.12 Min/Inch 14.43
P-6 4 0.12 Min/Inch 14.43

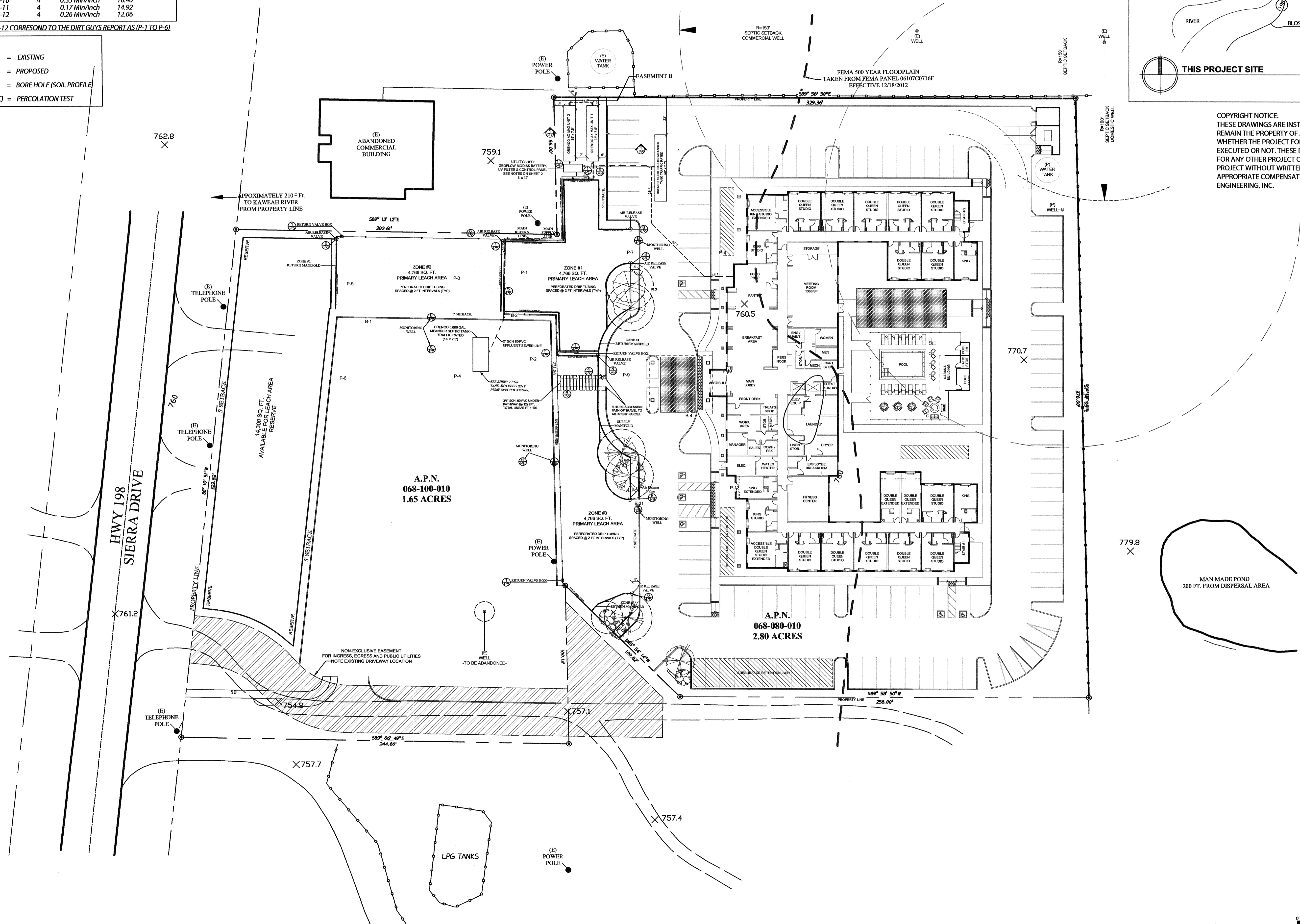
SITE EVALUATION REPORT
APN: 068-080-010
PERCOLATION ABSORPTION CAPACITY
Location Depth (ft) Perc. Rate (gal/sf/day)
P-7 4 0.80 Min/Inch 6.93
P-8 4 0.91 Min/Inch 6.45
P-9 4 0.47 Min/Inch 8.97
P-10 4 0.35 Min/Inch 10.40
P-11 4 0.17 Min/Inch 14.92
P-12 4 0.26 Min/Inch 12.06

PERC 7-12 CORRESPOND TO THE DIRT GUYS REPORT AS (P-1 TO P-6)
KEY:
(E) = EXISTING
(P) = PROPOSED
(B) = BORE HOLE (SOIL PROFILE)
(PERC) = PERCOLATION TEST

HAMPTON INN & SUITES
THREE RIVERS
40758 SIERRA DRIVE, THREE RIVERS, CA 93271



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WASTE WATER TREATMENT SYSTEM
SITE PLAN
A.L.D. GENERAL ENGINEERING INC.
JOSHUA L.R. ANNIS
(559) 760-1155
LIC#1058320
THIS PLAN IS PREPARED BY ME OR UNDER MY PROFESSIONAL RESPONSIBILITY.
SCALE: 1" = 30'
DATE: 10/14/2020
SHEET NO. 1

# Attachment B

## Final Environmental Impact Report

COUNTY OF TULARE  
RESOURCE MANAGEMENT AGENCY



5961 South Mooney Boulevard  
Visalia, CA 93277

**Three Rivers Hampton Inn and Suites  
Three Rivers, CA**

Final Environmental Impact Report  
SCH# 2020110016

June 2021

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

**Three Rivers Hampton Inn & Suites**  
**Final Environmental Impact Report (SCH# 2020110016)**

These attached documents complete the Final Environmental Impact Report (FEIR) for the above referenced project.

- I. Responses to Comments (Chapter 10 of the FEIR)
- II. Mitigation Monitoring and Reporting Program (Chapter 8 of the FEIR)
- III. Errata (Corrections made to pages of the Draft EIR)
- IV. Findings of Fact

## I. Chapter 10 Responses to Comments

# **INTRODUCTION & RESPONSE TO COMMENTS**

## **Chapter 10**

### **INTRODUCTION**

The Draft Environmental Impact Report (Draft EIR or DEIR) for the Three Rivers Hampton Inn & Suites (Project) was made available for public review and comment for a period of 45 days from March 8, 2021 through April 22, 2021. The purpose of this document is to present public comments and responses to comments received on the Three Rivers Hampton Inn & Suites Draft EIR (SCH # 2020110016).

Individual responses to each of the comment letters received regarding the Draft EIR are included in this chapter. Comments that do not directly relate to the analysis in this document (i.e., that are outside the scope of this document) will be considered.

In order to provide commenters with a complete understanding of the comment raised, the County of Tulare Resource Management Agency (RMA), Planning Branch staff prepared a comprehensive response regarding particular subjects. These comprehensive responses provide some background regarding an issue, identify how the comment was addressed in the Draft EIR, and provide additional explanation/elaboration while responding to a comment. In some instances, these comprehensive responses have also been prepared to address specific land use or planning issues associated with the proposed Project, but unrelated to the EIR or environmental issues associated with the proposed Project.

Comments received that present opinions regarding this Project that are not associated with environmental issues or raise issues that are not directly associated with the substance of the Draft EIR are noted without a detailed response.

### **PROJECT SUMMARY**

The County of Tulare is proposing the Three Rivers Hampton Inn & Suites Project to allow for a three-story, 105-room hotel on an approximately 2.8-acre site at 40758 Sierra Drive, immediately south of the existing Comfort Inn & Suites, located along the eastern side of State Route 198 (SR 198) in Three Rivers, an unincorporated area of Tulare County (See Figure 2-2). The proposed Project will have one access/egress point from SR 198. A driveway road is proposed from SR 198/Sierra Drive west of the proposed Project's location. This driveway will be situated within an existing 30-foot-wide access easement. The hotel will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and an outdoor swimming pool and a cabana building. The proposed Project includes 108 standard

parking stalls (six (6) of which will be handicap accessible stalls). Utilities include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration).

## **PROJECT LOCATION**

The site is currently designated within the Three River Urban Development Boundary and zoned C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone) which allows the development of commercial uses that do not involve the manufacture, assembling, packaging, treatment or processing of articles of merchandise for distribution and retail. The site is currently vacant and surrounded by the commercial use (Comfort Inn & Suites) to the north, an undeveloped/vacant lot to the east, scattered rural residential and above ground propane storage tanks to the south, and two rural residences, undeveloped/vacant land, and the Kaweah River to the west. The Project site is located in Section 26, Township 17 South, Range 28 East, MDB&M and includes Assessor Parcel Number 068-080-010.

## **REVISIONS OUTLINED IN THE RESPONSE TO COMMENTS**

Revisions and clarifications to the Draft EIR made in response to comments and information received on the Draft EIR are indicated by strikeout text (e.g., ~~strikeout~~), indicating deletions, and underline text (e.g., underline), indicating additions. Corrections of typographical errors have been made throughout the document and are not indicated by ~~strikeout~~ or underline text. Revisions and clarifications are included as Errata pages within this document.

## **PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT**

Consistent with the California Environmental Quality Act (CEQA), the potential environmental effects of the Three Rivers Hampton Inn & Suites Project (SCH# 2020110016) have been analyzed in a Draft Environmental Impact Report (Draft EIR or DEIR) dated March 2021. Consistent with Section 15205 of the State CEQA Guidelines, the Draft EIR for the Three Rivers Hampton Inn & Suites Project is subject to a public review period. Section 21091(a) of the *California Public Resource Code* specifies a 30-day public review period; however, if a Draft EIR is submitted to the State Clearinghouse for review, the review period shall be a minimum of 45-days. The County of Tulare provided a 45-day review period beginning on March 8, 2021 and ending on April 22, 2021.<sup>1</sup>

The Three Rivers Hampton Inn & Suites Draft EIR was distributed to responsible and trustee agencies, other affected agencies/departments/branches within the RMA, interested parties, and all parties who requested a copy of the Draft EIR in accordance with Section 21092 of the *California Public Resources Code*. The Draft EIR's Notice of Availability (NOA) was also published on March 3, 2021 in the *Sun-Gazette* (a newspaper of general circulation) as required

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<sup>1</sup> The 2021 CEQA Statute and Guidelines can be found on the Association of Environmental Professional (AEP) website at [https://www.califaep.org/statute\\_and\\_guidelines.php](https://www.califaep.org/statute_and_guidelines.php).

by CEQA. Attachment 1 provides a complete list of the agencies and interested parties that received the NOA.

During the 45-day review period, the Draft EIR and the technical appendices were also made available at the following locations:

Tulare County Resource Management Agency  
5961 South Mooney Boulevard  
Visalia, CA 93277  
(559) 624-7000

In addition, the Three Rivers Hampton Inn & Suites Draft EIR was posted on the Tulare County website at:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>.

## **RELEVANT CEQA SECTIONS (SUMMARY)**

See Complete Sections in CEQA Guidelines Sections 15088 to 15384, et seq. which can be accessed at:

[https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default))

### **Section 15088. Evaluation of and Response to Comments.**

- (a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response...
- (b) The lead agency shall provide... a written proposed response... to a public agency on comments made ... at least 10 days prior to certifying...
- (c) The written response shall describe the disposition of significant environmental issues raised... In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail...

### **Section 15088.5. Recirculation of an EIR Prior to Certification.**

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification...
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.
- (c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.

- (e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

**Section 15089. Preparation of Final EIR.**

- (a) The Lead Agency shall prepare a final EIR before approving the project. The contents of a final EIR are specified in Section 15132 of these Guidelines.

**Section 15090. Certification of the Final EIR.**

- (a) Prior to approving a project the lead agency shall certify that:
  - (1) The final EIR has been completed in compliance with CEQA;
  - (2) The final EIR was presented to the decision-making body...and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
  - (3) The final EIR reflects the lead agency's independent judgment and analysis.

**Section 15091. Findings.**

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding....
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

**Section 15092. Approval.**

- (b) A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless:
  - (1) The project as approved will not have a significant effect on the environment, or
  - (2) The agency has... (B) Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093.

**Section 15093. Statement of Overriding Considerations.**

- a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

#### **Section 15095. Disposition of a Final EIR.**

The lead agency shall:

- (a) File a copy of the final EIR with the appropriate planning agency of any city, county, or city and county where significant effects on the environment may occur.
- (b) Include the final EIR as part of the regular project report which is used in the existing project review and budgetary process if such a report is used.
- (c) Retain one or more copies of the final EIR as public records for a reasonable period of time.
- (d) Require the applicant to provide a copy of the certified, final EIR to each responsible agency.

#### **Section 15151. Standards for Adequacy of an EIR.**

An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

#### **Section 15364. Feasible.**

“Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

#### **Section 15384. Substantial Evidence.**

“Substantial evidence”... means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached... Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence.

## **LOCAL REGULATORY CONTEXT**

The Tulare County General Plan Update 2030 was adopted on August 28, 2012. As part of the General Plan, an EIR was prepared as was a background report. The General Plan background report contained contextual environmental analysis for the General Plan. The 2015 Housing Element for 2014-2023 (GPA 15-003) was adopted by Tulare County Board of Supervisors on November 17, 2015 (BOS Resolution No. 2015-0964), and was approved (certified) by the State Department of Housing and Community Development (HCD) by letter dated December 9, 2015.

## **SCOPE AND METHODOLOGY**

The Project site is located within the Three Rivers Urban Development Boundary and zoned C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone). The EIR prepared for the Three Rivers Community Plan evaluated the potential environmental impacts that could occur as a result of future buildout of the community. The proposed Project is consistent with the existing zoning and must comply with all applicable Tulare County General Plan and Three River Community Plan policies; as such, the proposed Project is an allowed use by right and requires only ministerial approvals (i.e., grading and building permits). However, due to the sensitivity of the location of the Project the County of Tulare has determined that a project level EIR fulfills the requirements of CEQA and is the appropriate level evaluation to address the potential environmental impacts of the proposed Project. A project level EIR is described in Section 15161 of the State CEQA Guidelines as one that examines the environmental impacts of a specific development project. A project level EIR must examine all phases of the project, including planning, construction, and operation.

This document addresses environmental impacts to the level that they can be assessed without undue speculation (CEQA Guidelines Section 15145). The degree of specificity in an EIR corresponds to the degree of specificity of the underlying activity being evaluated (CEQA Guidelines Section 15146). Also, the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project (CEQA Guidelines Sections 15151 and 15204(a)).

CEQA Guidelines Section 15002 (a) specifies that, “[t]he basic purposes of CEQA are to:

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

CEQA Guidelines Section 15002 (f) specifies that, “[a]n environmental impact report (EIR) is the public document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the possible environmental damage... An EIR is prepared when the public agency finds substantial evidence that the project may have a significant effect on the environment... When the agency finds that there is no substantial evidence that a project may have a significant environmental effect, the agency will prepare a “Negative Declaration” instead of an EIR...”

Pursuant to CEQA Guidelines Section 15021 Duty to Minimize Environmental Damage and Balance Competing Public Objectives:

- “(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.
- (1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.
  - (2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.
- (b) In deciding whether changes in a project are feasible, an agency may consider specific economic, environmental, legal, social, and technological factors.
- (c) The duty to prevent or minimize environmental damage is implemented through the findings required by Section 15091.
- (d) CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment.”

## **IDENTIFICATION OF POTENTIALLY SIGNIFICANT IMPACTS**

CEQA Guidelines Section 15002 (h) addresses potentially significant impacts, to wit, “CEQA requires more than merely preparing environmental documents. The EIR by itself does not control the way in which a project can be built or carried out. Rather, when an EIR shows that a project could cause substantial adverse changes in the environment, the governmental agency must respond to the information by one or more of the following methods:

- (1) Changing a proposed project;
- (2) Imposing conditions on the approval of the project;
- (3) Adopting plans or ordinances to control a broader class of projects to avoid the adverse changes;

- (4) Choosing an alternative way of meeting the same need;
- (5) Disapproving the project;
- (6) Finding that changes in, or alterations, the project are not feasible;
- (7) Finding that the unavoidable, significant environmental damage is acceptable as provided in Section 15093.” (See Chapter 7).

This Final EIR identifies potentially significant impacts that would be anticipated to result from implementation of the proposed Project. Significant impacts are defined as a “substantial or potentially substantial, adverse change in the environment” (Public Resources Code Section 21068). Significant impacts must be determined by applying explicit significance criteria to compare the future Plan conditions to the existing environmental setting (CEQA Guidelines Section 15126.2(a)).

The existing setting is described in detail in each resource section of Chapter 3 of this document and represents the most recent, reliable, and representative data to describe current regional conditions. The criteria for determining significance are also included in each resource section in Chapter 3 of this document.

## **CONSIDERATION OF SIGNIFICANT IMPACTS**

Pursuant to CEQA Guidelines Section 15126.2(a), “[a]n EIR shall identify and focus on the significant effects of the proposed project on the environment. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. For example, the EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas.”

As the Project will have no significant and unavoidable effects, a Statement of Overriding Considerations is not necessary or required as part of this Final EIR.

## MITIGATION MEASURES

CEQA Guidelines Section 15126.4 specifies that:

- “(1) An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy.
  - (A) The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR.
  - (B) Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures shall not be deferred until some future time. The specific details of a mitigation measure, however, may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar process may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards.
  - (C) Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant. Examples of energy conservation measures are provided in Appendix F.
  - (D) If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed. (*Stevens v. City of Glendale* (1981) 125 Cal.App.3d 986.)
- (2) Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. In the case of the adoption of a plan, policy, regulation, or other public project, mitigation measures can be incorporated into the plan, policy, regulation, or project design.
- (3) Mitigation measures are not required for effects which are not found to be significant.
- (4) Mitigation measures must be consistent with all applicable constitutional requirements, including the following:

- (A) There must be an essential nexus (i.e. connection) between the mitigation measure and a legitimate governmental interest. *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987); and
- (B) The mitigation measure must be “roughly proportional” to the impacts of the project. *Dolan v. City of Tigard*, 512 U.S. 374 (1994). Where the mitigation measure is an *ad hoc* exaction, it must be “roughly proportional” to the impacts of the project. *Ehrlich v. City of Culver City* (1996) 12 Cal.4th 854.
- (5) If the lead agency determines that a mitigation measure cannot be legally imposed, the measure need not be proposed or analyzed. Instead, the EIR may simply reference that fact and briefly explain the reasons underlying the lead agency's determination.”

## **ORGANIZATION OF THE EIR (DRAFT EIR OR EIR)**

With the exception of Chapter 10 Response to Comments, the Draft EIR consists of the following sections:

### EXECUTIVE SUMMARY

The Executive Summary Chapter summarizes the analysis in the Final Environmental Impact Report.

### CHAPTER 1

Provides a brief introduction to the Environmental Analysis required by the California Environmental Quality Act (CEQA).

### CHAPTER 2

Describes the proposed Project. The chapter also includes the objectives of the proposed Project. The environmental setting is described and the regulatory context within which the proposed Project is evaluated is outlined.

### CHAPTER 3

Includes the Environmental Analysis in response to each Checklist Item contained in Appendix G of the CEQA Guidelines. Within each analysis the following is included:

#### ***Summary of Findings***

Each chapter notes a summary of findings.

#### ***Introduction***

Each chapter begins with a summary of impacts, pertinent CEQA requirements, applicable definitions and/or acronyms, and thresholds of significance.

### ***Environmental Setting***

Each environmental factor analysis in Chapter 3 outlines the environmental setting for each environmental factor. In addition, methodology is explained when complex analysis is required.

### ***Regulatory Setting***

Each environmental factor analysis in Chapter 3 outlines the regulatory setting for that resource.

### ***Project Impact Analysis***

Each evaluation criteria is reviewed for potential Project-specific impacts.

### ***Cumulative Impact Analysis***

Each evaluation criteria is reviewed for potential cumulative impacts.

### ***Mitigation Measures***

Mitigation Measures are proposed as deemed applicable.

### ***Conclusion***

Each conclusion outlines whether recommended mitigation measures will, based on the impact evaluation criteria, substantially reduce or eliminate potentially significant environmental impacts. If impacts cannot be mitigated, unavoidable significant impacts are identified.

### ***Definitions/Acronyms***

Some sub-chapters of Chapter 3 have appropriate definitions and/or acronyms.

### ***References***

Reference documents used in each chapter are listed at the end of each sub-chapter.

## **CHAPTER 4**

Summarizes the cumulative impacts addressed in Chapter 3.

## **CHAPTER 5**

Describes and evaluates alternatives to the proposed Project. The proposed Project is compared to each alternative, and the potential environmental impacts of each are analyzed.

#### CHAPTER 6

Evaluates or describes CEQA-required subject areas: Economic Effects, Social Effects, and Growth Inducement.

#### CHAPTER 7

Evaluates or describes CEQA-required subject areas: Environmental Effects That Cannot be Avoided, Irreversible Impacts, and Statement of Overriding Considerations.

#### CHAPTER 8

Provides a Mitigation Monitoring and Reporting Program that summarizes the environmental issues, the significant mitigation measures, and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

#### CHAPTER 9

Outlines persons preparing the EIR and sources utilized in the Analysis.

#### CHAPTER 10

Contains the Response to Comments received on the Draft EIR during the 45-day review period.

#### APPENDICES

Following the main body of text in the EIR, several appendices and technical studies have been included as reference material.

### **ENVIRONMENTAL REVIEW PROCESS**

Pursuant to CEQA Guidelines Section 15082, the Notice of Preparation (NOP) for the Proposed Project was circulated for review and comment beginning on November 2, 2020 for a 30-day comment period ending December 2, 2020. Tulare County RMA received twelve (12) comments on the NOP. Comments were received from the following agencies, individuals, and/or organizations:

- Native American Heritage Commission, dated November 3, 2020;
- San Joaquin Valley Unified Air Pollution Control District, dated November 23, 2020;
- California Department of Fish and Wildlife, dated December 2, 2020;

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- California Department of Transportation District 6, dated January 8, 2020;
- Soapy Mulholland, dated November 2, 2020;
- Shivon Lavelly, dated November 30, 2020;
- Jenny Matsumoto, dated December 1, 2020;
- Greg and Laurie Schwaller, dated December 1, 2020;
- Julianna Seligman, Director, The Kaweah Coalition, dated December 2, 2020;
- Cindy Howell, General Manager, Three Rivers Community Service District, dated December 2, 2020; and
- Delores Lucero, dated November 2, 2020 and December 2, 2020.<sup>2</sup>

A copy of the NOP is included in Appendix “G” of the Draft EIR, along with a copy of the letters received in response to the NOP.

Consistent with CEQA Guidelines Section 15103, “Responsible and Trustee Agencies, and the Office of Planning and Research shall provide a response to a Notice of Preparation to the Lead Agency within 30 days after receipt of the notice. If they fail to reply within the 30 days with either a response or a well justified request for additional time, the lead agency may assume that none of those entitles have a response to make and may ignore a late response.”

A scoping meeting was held on November 5, 2020. No comments were received during this meeting.

Section 15093 of the State CEQA Guidelines requires decision-makers to balance the benefits of a proposed project against any unavoidable adverse environmental effects of the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, then the decision-makers may adopt a statement of overriding considerations, finding that the environmental effects are acceptable in light of the project’s benefits to the public.

As noted in CEQA Guidelines Section 15105(a), a Draft EIR that is submitted to the State Clearinghouse shall have a minimum review period of 45 days. A Notice of Availability (NOA) of the Draft EIR was published in the Sun-Gazette (a newspaper of general circulation) on March 3, 2021 and posted on the RMA website and at the office of the Tulare County Clerk on March 8, 2021. The Draft EIR was circulated publicly for comment beginning on March 8, 2021. Following completion of the 45-day public review period ending on April 22, 2021, staff prepared responses to comments and a Final EIR has been completed. The Final EIR was then forwarded to the County of Tulare Board of Supervisors for consideration of certification. A Notice of Determination (NOD) will then be filed with the County Tulare County Clerk and forwarded to the State of California, Office of Planning and Research, State Clearinghouse Unit.

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<sup>2</sup> The comment letter from Delorex Lucero dated December 2, 2020 was inadvertently not included in the NOP. It is included in the Errata to the Draft EIR and incorporated by reference to this Final EIR.

## **ORGANIZATIONS CONSULTED**

The following agencies, organizations, and/or interested parties and individuals were notified of the Project and/or consulted with during the CEQA process. Those marked with an asterisk (\*) were not included in the initial mailing of the NOP but provided comments; those marked with a double asterix (\*\*) were not included in the initial mailing of either the NOP or EIR notification, but provided comments on the Project that have been considered in this Final EIR.

### FEDERAL

- 1) Naval Facilities Engineering Command
- 2) National Park Service, Pacific West Region
- 3) Sequoia National Forest
- 4) U.S. Army Corps of Engineers
- 5) U.S. Department of Agriculture, Natural Resources Conservation Service
- 6) U.S. Fish & Wildlife Service
- 7) U.S. Forest Service

### STATE, REGIONAL AND LOCAL

- 8) California Air Resources Board (ARB)
- 9) California Department of Conservation, Division of Land Resources Protection
- 10) California Department of Fish and Wildlife Services, Region 4
- 11) California Department of Food & Agriculture
- 12) California Department of Forestry and Fire Protection
- 13) California Department of General Services
- 14) California Department of Toxic Substances Control
- 15) California Department of Transportation, District 6
- 16) California Department of Water Resources
- 17) California Energy Commission
- 18) California Environmental Protection Agency
- 19) California Highway Patrol
- 20) California Natural Resources Agency
- 21) Native American Heritage Commission
- 22) Office of Emergency Services
- 23) Office of Historic Preservation
- 24) Public Utilities Commission
- 25) Regional Water Quality Control Board – Region 5 (Fresno)
- 26) State Water Resources Control Board – Water Quality
- 27) San Joaquin Valley Unified Air Pollution Control District
- 28) Tulare County Agricultural Commissioner
- 29) Tulare County Association of Governments
- 30) Tulare County Farm Bureau
- 31) Tulare County Fire Warden
- 32) Tulare County Health and Human Services Agency, Environmental Health Division

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- 33) Tulare County Local Agency Formation Commission
- 34) Tulare County Office of Emergency Services
- 35) Tulare County Resource Conservation District
- 36) Tulare County Resource Management Agency – Economic Development and Planning Branch, Fire Division, Flood Control Division, and Public Works Branch
- 37) Tulare County Sheriff's Department
- 38) Tulare County U.C. Cooperative Extension
- 39) Three Rivers Community Services District
- 40) Three Rivers Union School District
- 41) Woodlake Union School District
- 42) Southern California Edison

NATIVE AMERICAN TRIBES

- 43) Kern Valley Indian Council
- 44) Santa Rosa Rancheria Tachi Yokut Tribe
- 45) Tubatulabals of Kern Valley
- 46) Tule River Indian Tribe
- 47) Wukache Indian Tribe/Eshom Valley Band

THE FOLLOWING INTERESTED PERSONS/PARTIES WERE ALSO NOTIFIED

- 48) Ineffable Hospitality, Inc.
- 49) HTL Hospitality Advisors
- 50) BSK Investments, LLC
- 51) E & S Investments, LLC
- 52) Suburban Propane, LP
- 53) Linda McKee Amaral (TR)(FAM TR)
- 54) Gregory and Nataliya Dixon (TRS)
- 55) David A. and Jane E. Learned (TRS)
- 56) William W. Oliver (TR)
- 57) Gautam and Tina Patel
- 58) Sukhinder Singh and Kulvinder Sanghera
- 59) Satwant and Malkit Sanghera
- 60) Farshad A. Tafti
- 61) Lozeau Drury LLP
- 62) Kaweah Coalition\*
- 63) Kaweah Commonwealth
- 64) Sequoia Riverlands Trust
- 65) Three Rivers Historical Society
- 66) Tulare County Citizens for Responsible Growth
- 67) In order by last name: Rob Balsom; Bettina Birch; Dave Bodine; Karen Bodner; R. Bodner; Chris Brewer; Warren Campbell; Sarah Campe; Christel Change; Antonette Cloutier; Trent Coleman; Carole Combs; Rusty Crain; Laile Di Silvestro; Megan Doyle; John Elliott; Jackie and Richard Fletcher; Nicky French; Lee Goldstein; Marcia Goldstein; Ken Greenspan;

Mignon Gregg; Charlie and Esther Huecker; Michelle Jeffries; Bobby Kamansky; \*\*Janene Newman Lasswell; \*\*Leah Launey and Peter Sodhy; \*Shivon Lavelly; Delores Lucero; \*Jenny Matsumoto; Earl McKee; Daryl McKown; John McWilliam; \*\*Marilyn Messa; Gary Mills; Soapy Mulholland; Linda Mutch; \*\*Norma Nevarez and Clarence M. Conover III; Brian Newton; Charlie Norman; Donald Peter; \*\*Bob Powell; Fred Reimer; Mayra Ricci; Sue Rothhammer; Daniel Rourke; Greg Schwaller; Laurie Schwaller; James Seligman; Kathleen Seligman; Richard Sherlock; \*\*James O. Sickman, Ph.D; Rod Simonian; Woody Smeck; Tom Sparks; Richard Stanton; Dean Stryd; Danielle Temple; Michael Tharp; John Uhler; Charlene Vartanian; I.F. Warner; and \*\*David D. Wood, Ph.D.

## **COMMENT LETTERS RECEIVED ON THE DRAFT EIR**

The County of Tulare received twenty-five (25) comment letters regarding the Draft EIR during the designated comment period (between March 8, 2021 and April 22, 2021). The County of Tulare also received one (1) comment letter after the comment period closed. In addition, and where applicable, correspondence or conversations regarding comments from the public are also provided in this document. Each comment letter is also numbered. For example, comment letter “1” is from the California Department of Transportation, March 24, 2021.

Consistent with Section 15132 of the CEQA Guidelines, the following is a list of persons, organizations, and public agencies that submitted comments regarding the Draft EIR received as of close of the public review period on April 22, 2021.

Oral comments were received from or conversations occurred with the following individuals:

No oral comments were received.

Comments from Federal, State, County and Responsible/Trustee Agencies:

Comment Letter 1	California Department of Transportation, March 24, 2021 (See Attachment 2)
Comment Letter 2	Tulare County Fire Department, March 31, 2021 (See Attachment 3)
Comment Letter 3	Tulare County Health & Human Services Agency, April 6, 2021 (See Attachment 4)
Comment Letter 4	Three Rivers Community Service District, April 21, 2021 (See Attachment 5)
Comment Letter 5	San Joaquin Valley Air Pollution Control District, May 14, 2021. (See Attachment 6)

Comments from adjacent property owners:

Comment Letter 6	Steve Rothenberg, April 9, 2021 (See Attachment 7a)
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Comment Letter 7	Steve Rothenberg, April 9, 2021 (See Attachment 7b)
Comment Letter 8	Steve Rothenberg, April 9, 2021 (See Attachment 7c)
Comment Letter 9	Steve Rothenberg, April 9, 2021 (See Attachment 7d)

Comments from other interested parties of the proposed Project (in order by last name):

Comment Letter 10	Ken Greenspan, March 8, 2021 (See Attachment 8a)
Comment Letter 11	Ken Greenspan, March 9, 2021 (See Attachment 8b)
Comment Letter 12	Janene Lasswell, March 9, 2021 (See Attachment 9)
Comment Letter 13	Leah Launey and Peter Sodhy, March 9, 2021 (See Attachment 10)
Comment Letter 14	Shivon Lavelly, April 19, 2021 (See Attachment 11)
Comment Letter 15	Delores Lucero, March 8 and 15, 2021 (See Attachment 12a)
Comment Letter 16	Delores Lucero, April 22, 2021 (See Attachment 12b)
Comment Letter 17	Marilyn Messa, March 22, 2021 (See Attachment 13a)
Comment Letter 18	Marilyn Messa, April 22, 2021 (See Attachment 13b)
Comment Letter 19	Norma Nevarez April 22, 2021 (See Attachment 14a)
Comment Letter 20	Norma Nevarez April 22, 2021 (See Attachment 14b)
Comment Letter 21	Bob Powell, April 13, 2021 (See Attachment 15)
Comment Letter 22	Greg and Laurie Schwaller, April 22, 2021 (See Attachment 16)
Comment Letter 23	James O. Sickman, Ph.D , April 21, 2022 (See Attachment 17a)
Comment Letter 24	James O. Sickman, Ph.D , April 21, 2022 (See Attachment 17b)
Comment Letter 25	Rod Simonian, March 9, 2021 (See Attachment 18)
Comment Letter 26	David D. Wood, Ph.D., March 8, 2021 (See Attachment 19)

## **COMPREHENSIVE LIST OF RESPONSES**

Consistent with Section 15132(b), (d) of the CEQA Guidelines, all comments received and County RMA responses to comments have been summarized in Table 10-1 County Responses to Comments Received. County consultants have provided responses in addition to County responses where necessary for further clarification (see Attachments 20 and 21).

Consistent with Section 15088(b) of the CEQA Guidelines, RMA staff provided written proposed responses to those public agencies that provided comments (see Attachments 2 through 6).

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**Table 10-1  
County Responses to Comments Received**

Summary of Comments / Issues Raised	Responses to Comments
<b>Comment Letter 1: California Department of Transportation (Caltrans), March 24, 2021, David Deel, Associate Transportation Planner</b>	
1. The Draft EIR contains a Traffic Impact Study (TIS) in Appendix E to determine if the Project would pose any significant impacts to the transportation system, particularly to safety and operations.	The County agrees with this comment.
2. Caltrans concurs with the conclusion of the TIS and no further analysis is required.	The County appreciates Caltrans' concurrence regarding the conclusion of the TIS and that no further analysis is required.
<p>3. Alternative transportation policies should be applied to the Project. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City.</p> <p>The assessment should include the following:</p> <p>a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.</p>	<p>The Project is not located in an urbanized area (i.e., a city), as such, the project and its surrounding areas do not have the population or usage to support multi-modal facilities. As indicated in the TIS, traffic generation associated with the Project will not contribute to a decrease in level of service. Also, the Project would not result in an increase of VMT; it would actually decrease VMT as it would provide an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations (which averages nearly 30 miles travel distance from the Project's location).</p> <p>a. The County encourages the use internal pedestrian walkways and transit facilities; however, it cannot compel a developer to install/construct such facilities on private property. Also, as the nearest retail opportunities are approximately 1,200' north of the Project site, pedestrians could use the shoulders along SR 198 to walk to the nearest retailers. As indicated in the TIS, "The Project does not conflict with any applicable adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Tulare County Area Transit (TCaT) Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. Implementation of the Project will not hinder the operation of Route 30 in the Three Rivers Community.</p> <p>Caltrans' SR 198 TCR indicated that bicycles are permitted along the SR 198 corridor in the Three Rivers Community. The proposed Project will</p>

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**Table 10-1  
County Responses to Comments Received**

Summary of Comments / Issues Raised	Responses to Comments
<p>b. The Project might also consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.</p> <p>c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.</p>	<p>not prohibit the use of bicycles along SR 198. The SR 198 TCR also indicates that pedestrian facilities are nonexistent in the Three Rivers community. The Project will comply with Tulare County General Plan goals, which include Bicycle/Pedestrian Trail System (TC-5.1) and Consideration of Non-Motorized Modes in Planning and Development (TC-5.2)”<sup>3</sup></p> <p>b. See Response 3.a. Also, as concluded in the TIS, “Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, no mitigation is needed.”<sup>4</sup></p> <p>c. The nearest transit stop is the Three Rivers Memorial Building (approximately 4.5 miles north of the Project’s location). However, it is not feasible to locate a new transit stop due to the narrowness of shoulder areas along SR 198 that could accommodate a transit stop. Also, the County cannot compel a private property owner to accommodate a transit stop. The nature of the Project itself is not conducive to generating additional transit demand as it is intended to accommodate visitors/tourists that use vehicles to arrive at their location and would likely continue to use such vehicles to travel within the vicinity of the Project. As Caltrans did not define “high activity center”, the nearest “high activity center” appears to be Sequoia National Park.</p> <p>Lastly, as indicted in the TIS (at page 25), “...the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-</p>

<sup>3</sup> Three Rivers Hampton Inn & Suites Traffic Impact Study Report. Pages 24-25. Prepared by VRPA Technologies and included in Appendix “E” of the Draft EIR.

<sup>4</sup> Ibid. 25.

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<b>Table 10-1</b> <b>County Responses to Comments Received</b>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
	motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.”
4. Caltrans recommends the project provide charging stations for electric vehicles as part of the statewide efforts to reduce greenhouse gas emissions.	The Project will include two (2) EV charging stations. Also, as noted in the Draft EIR and TIS, the Project will reduce GHG emissions from vehicles by providing an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations which averages nearly 30 miles travel distance from the Project’s location.
5. Caltrans recommends the Project implement “smart growth” principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.	As noted earlier, the nature of the Project is a hotel to accommodate visitors/tourists that likely travelled via private vehicles to arrive at the Project location. As such, the Project will include adequate parking for guests and employees; there are no permanent residents associated with the Project.
6. Active Transportation Plans (ATP) and Smart Growth efforts support the state’s 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.	As the Project is not located within an urbanized area, and the nature of the Project is a hotel to accommodate visitors/tourists, it will not result in sufficient trips to warrant a multimodal transportation network. Also, as noted in the Draft EIR, and TIS, the Project will reduce GHG emissions from vehicles by providing an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations which averages nearly 30 miles travel distance from the Project’s location.
<b>Comment Letter 2: Tulare County Fire Department, March 31, 2021, Gilbert Portillo, Fire Inspector-Plans Examiner</b>	
<p>Tulare County Fire Department has conducted a plan review of plans for The Hampton Inn and Suites, Three Rivers, the following is a check list of requirements. All requirements are based on applicable laws, codes (Title 24) and standards.</p> <p>Please advise if you would like to schedule a meeting to discuss one or more of the line items below.</p> <p>Hotels/Motels New Construction</p> <ul style="list-style-type: none"> <li>• Meet 2019 California Fire and Building Codes</li> </ul>	Thank you for your comments and for specifying that all requirements are based on applicable laws, codes (Title 24) and standards.

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**Table 10-1**  
**County Responses to Comments Received**

Summary of Comments / Issues Raised	Responses to Comments
<ul style="list-style-type: none"> <li>• Meet appendix B of the 2019 California Fire Code (CFC) for fire flow.</li> <li>• Meet 2019 Chapter 7A of current California Building Code (CBC) in the SRA lands.</li> <li>• 100' vegetation clearance around all structures and 10' of vegetation clearance on each side of the access driveway.</li> <li>• A set of fire suppression plans including, but not limited to: water tank, fire pump, fire sprinklers, fire hydrants and fire alarms meeting Current CFC, NFPA 72, NFPA 25C, NFPA 13R, NFPA 170 by a California licensed Fire Protection Engineer.</li> <li>• Blue reflective marker adjacent to Fire hydrant or Fire Department Connections. (NFPA 1142, sec. 8.4.7)</li> <li>• Onsite manager or caretaker</li> <li>• Fire Department access and fire lanes</li> <li>• Address posted visible from the street</li> <li>• Fire Extinguishers</li> <li>• Meet current chapter 10 CFC Exits and exiting</li> <li>• Knox box</li> <li>• Fire final</li> </ul>	
<b>Comment Letter3: Tulare County Health &amp; Human Services Agency (HHS), Environmental Health Services Division (EHSD), April 6, 2021, Ted Martin, Environmental Health Specialist</b>	
<p>1. New septic system installations will require submission of a site evaluation report. The report shall be submitted to the Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS).</p>	<p>Comment noted. The Applicant is aware of and will pursue securing applicable report (s) as required by TCEHSD.</p>
<p>2. On-site septic systems that: a) have proposed waste-flows in excess of 3,500 gallons per day, and/or b) require pre-treatment to achieve a certain wastewater performance standard, may require review and/or permitting by the Regional Water Quality Control Board.</p>	<p>Comment noted. Applicant is aware of and will pursue securing applicable permit(s) as required by the Regional Water Quality Control Board.</p>

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**Table 10-1  
County Responses to Comments Received**

Summary of Comments / Issues Raised	Responses to Comments
3. Domestic water will be provided by an on-site well. If well water will be used for human consumption, by 25 or more people, for at least 60 days out of the year, then the water system will be regulated by the Regional Water Quality Control Board – Division of Drinking Water.	Comment noted. Applicant is aware of and will pursue securing applicable permit(s) as required by the Regional Water Quality Control Board – Division of Drinking Water.
4. If the hotel will feature preparation, storage, packaging and/or serving food at the retail level, then the operation may be subject to requirements found in the California Retail Food Code. Under these requirements, plans shall be submitted to the TCEHSD, for review.	Comment noted. The Applicant is aware of and will be required to comply with TCEHSD requirements for preparation, storage, packaging and/or serving food at the retail level that may be subject to requirements found in the California Retail Food Code. (s) as required by TCEHSD.
5. If a recreational pool will be part of the development plans, the site may be subject to regulations for pool construction and operation (Health & Safety Code Sections 115920-116068). Under these requirements, plans shall be submitted to the TCEHSD, for review.	The Project will include a recreational swimming pool; as such, the applicant will be required to construct and operate the pool per (Health & Safety Code Sections 115920-116068) and also submit plans to the TCEHSD for review.
<b>Comment Letter4: Three Rivers Community Service District, April 21, 2021, Cindy Howell, Manager</b>	
1. Water Quality is most important.	The Project will be required to comply with Tulare Environmental Health Services Division and State Regional Water Quality Control Board (RWQCB) requirements.
2. We would like to be assured that there won't be a negative impact on the existing wells nearby.	As indicated in the Draft EIR (pages 3.10-19 and -20), the “ <i>Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum</i> ” (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre feet of annual average groundwater recharge in the watershed. The proposed Project applicant’s engineer (Ald General Engineering) estimates that it will use approximately 15.37 acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day <sup>44</sup> ). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge in the watershed. As such, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater

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<b>Table 10-1</b> <b>County Responses to Comments Received</b>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
	recharge such that the project may impede sustainable groundwater management of the basin.
3. We would like to be included in the water quality, testing, surveys and research involved in the area of water/wells.	Non-proprietary information can be requested through the Public Records Request process by contacting TCEHS Division and/or the RWQCB.
4. We have received specific concerns from a neighboring property owner regarding water quality and potiel [potential] impacts from this project.	Without knowledge of what those concerns are, we can only reply in a general statement that the Draft EIR, supported by technical studies prepared by qualified experts, have concluded that impacts to water supply and quality will not result in a significant impact.
<b>Comment Letter5: San Joaquin Valley Air Pollution Control District, May 14, 2021, Brian Clements, Director of Permit Services</b>	
<p>The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the County of Tulare. The project consists of a 3-story hotel and associated site improvements (Project). The hotel will consist of 105 guest rooms and outdoor swimming pool/cabana building. The Project is located on an approximately 2.80-acre site at 40758 Sierra Drive located along the eastern side of State Route 198 in Three Rivers, CA.</p> <p>Upon review of the referral documents, the District has no comments at this time. If you have any questions or require further information, please contact Eric McLaughlin by email at <a href="mailto:eric.mclaughlin@valleyair.org">eric.mclaughlin@valleyair.org</a> or by phone at (559) 230-5808.</p>	<p>The Air District has correctly identified and summarized the proposed Project. The Air Quality and Greenhouse Gas Assessment prepared by qualified, expert consultants ECORP Consulting Inc., is included in Appendix “A” of the Draft EIR. Also, the applicant is aware that the Air District will make the final determination on applicable Air District permits and the manner in which the Air District will receive them.</p>
<b>Comment Letters 6-9: Steve Rothenberg, April 9, 2021</b>	
Proximity of commenter’s well to the Project; nitrate levels; water supply.	<p>Consultant ALD Engineering provided responses to water/wastewater-related comments which can be found as an attachment of this Chapter. Excerpts from ALD Engineering are included where applicable.</p> <p>Regarding proximity of well: See responses to TCEHSD (and their comment letter), and Sickman. As the Project will serve more than 25 users (based on the number of hotel rooms), the applicant will be required to comply with Regional Water Quality Control Board (Water Board) – Division of Drinking Water requirements, including distances from nearby wells, standards, etc.</p>

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<p style="text-align: center;"><b>Table 10-1</b> <b>County Responses to Comments Received</b></p>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
	<p>Regarding infiltration: Dispersal field setback distances to domestic wells is 100' pursuant to Tulare County Code and California Plumbing Code. Wastewater effluent and drinking water standards are regulated by the Water Board. Per the Tulare County Environmental Health Services Division (TCEHSD), new septic system installations will require submission of a site evaluation report. The report shall be submitted to the TCEHSD for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS).</p> <p>Regarding nitrate levels: Pursuant to Water Board Requirements the proposed Project will be treating Nitrogen levels to provide a minimum reduction of 60%, by using an advanced treatment wastewater treatment system.</p> <p>Regarding water supply: As indicated in the Draft EIR (pages 3.10-19 and -20), the "Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum" (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre-feet of annual average groundwater recharge in the watershed. The proposed Project applicant's engineer (Ald General Engineering) estimates that it will use approximately 15.37-acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>44</sup>). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge in the watershed.</p>
<b>Comment Letter10: Ken Greenspan, March 8, 2021</b>	
Proximity of commenter's well to the Project; nitrate levels; water supply.	Consultant ALD Engineering provided responses to water/wastewater-related comments which can be found as an attachment of this Chapter. Excerpts from ALD Engineering are included where applicable.

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	<p>Regarding proximity of well: See responses to TCEHSD (and their comment letter), and Sickman. As the Project will serve more than 25 users (based on the number of hotel rooms), the applicant will be required to comply with Regional Water Quality Control Board (Water Board) – Division of Drinking Water requirements, including distances from nearby wells, standards, etc.</p> <p>Regarding infiltration: Dispersal field setback distances to domestic wells is 100' pursuant to Tulare County Code and California Plumbing Code. Wastewater effluent and drinking water standards are regulated by the Water Board. Per the Tulare County Environmental Health Services Division (TCEHSD), new septic system installations will require submission of a site evaluation report. The report shall be submitted to the TCEHSD for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS).</p> <p>Regarding nitrate levels: Pursuant to Water Board Requirements the proposed Project will be treating Nitrogen levels to provide a minimum reduction of 60%, by using an advanced treatment wastewater treatment system.</p> <p>Regarding water supply: As indicated in the Draft EIR (pages 3.10-19 and -20), the “Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum” (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre-feet of annual average groundwater recharge in the watershed. The proposed Project applicant’s engineer (Ald General Engineering) estimates that it will use approximately 15.37-acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>44</sup>). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge in the watershed.</p>

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<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
<b>Comment Letter 11: Ken Greenspan, March 9, 2021</b>	
<p>Flooding; transient occupancy tax (TOT).</p>	<p>Regarding flooding: As noted in the Draft EIR (page 2-2), the site is located within the Three Rivers Community planning area which designates the existing proposed Project area as C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone) (see Figure 2-3); as such, the proposed Project is an allowed use. A flooding event similar to the 1955 flood would not impact the proposed Project for a number of reasons. Accurate flood zone information was not developed until 1971 and is periodically updated. The site is mapped by FEMA as “Zone X”. Areas of 0.2% annual change flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual change flood. For example, 1% annual chance flood is considered a 100-Year event. The previously flooded areas are also, coincidentally, protected by SR 198’s centerline crest (which forms an elevated roadway that is similar to a low dike). And, during the 1955 flood, two bridges with inadequate free board (that is, the distance from water level to the superstructure of the bridge) and the use of support piers (that is, the structures that support the bridge spans which also allow water to pass beneath the bridge) contributed to flooding. The lack of free board combined with the piers allowed debris to accumulate at the bridges which led to a damming affect and allowed water to flow beyond the banks of the river. Ultimately, both bridges would collapse resulting in a surge of water that inundated areas downstream. The replacement bridges were designed and constructed to allow debris to flow beneath the bridges and includes three (3) feet of freeboard above the 100-year flooding event thereby eliminating the potential for debris to collect and subsequent flooding. Lastly, a determination will be made by the County’s Building Division whether to require the applicant to raise the ground elevation where the Project will be constructed. As such, the potential for flooding would be minimized if not eliminated.</p> <p>Regarding TOT: The TOT is a county-wide occupancy tax that is collected by the Treasure-Tax Collector which becomes part of the General Fund. The General Fund is then expended at the will of the Board of Supervisors. As such, this comment is not a CEQA-related issue.</p>

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<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
<b>Comment Letter12: Janene Lasswell, March 9, 2021</b>	
See non-CEQA comments below.	
<b>Comment Letter13: Leah Launey and Peter Sodhy, March 9, 2021</b>	
Flood plain/flooding; septic; soils; water supply; roads maintenance; parking; traffic accidents; long lines of tourists' vehicles; litter.	<p>Regarding flooding: See Response to Mr. Greenspan's comments regarding flooding. Consultant ALD Engineering provided responses to water/wastewater-related comments which can be found as an attachment of this Chapter. Excerpts from ALD Engineering are included where applicable.</p> <p>Regarding soil: The site is comprised of fine to medium-grained sand. The sands very high absorption potential and associated septic issues are being mitigated with an advanced treatment wastewater treatment system with UV disinfection and drip dispersal. The system meets all county and California Plumbing Code minimum required setback distances.</p> <p>Regarding water supply: As indicated in the Draft EIR (pages 3.10-19 and -20), the "Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum" (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre feet of annual average groundwater recharge in the watershed. The proposed Project applicant's engineer (Ald General Engineering) estimates that it will use approximately 15.37 acre-feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>44</sup>). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003% of the estimated annual 50,000 acre-feet of the groundwater recharge in the entire watershed).</p> <p>Regarding roads: As Sequoia National Park (SNP) typically receives approximately one million annual visitors, it is reasonable to assume that a large number of vehicles passing through Three Rivers are using SR 198 as they travel to SNP. Caltrans is responsible for maintenance of SR 198, while the County is responsible for maintenance of the local, unincorporated street</p>

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	<p>network. Both Caltrans and the County regularly inspect their respective roadways and respond with maintenance as needed. It is also noted that the Project will not generate a significant amount of traffic, it will; however, capture already occurring in-coming traffic. Conversely, it will also reduce vehicle miles travelled (VMT) as the Project would actually decrease VMT as it would provide an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations (which averages nearly 30 miles travel distance from the Project's location). By eliminating distances travelled, wear and tear on roads are also reduced.</p> <p>Regarding parking: The Project will include 108 parking spaces to adequately meets its parking demand. The existing parking environment is not a part of this Project. The TIS concluded that traffic generated by the Project is less than significant. Also, it is important to note that Caltrans did not provide any comments regarding congestion or parking.</p> <p>Regarding traffic accidents: Between 2007-2016 (the most recent data available), approximately 89 traffic accidents occurred along SR 198 as shown in Table 3.16-1 (in the EIR of the Three Rivers Community Plan). Figures 2-3a through 2-3f in the Traffic Impact Study (included in Appendix "E" of the Three Rivers Community Plan EIR) show graphical representations of where traffic collisions occurred along SR 198. The accidents' locations are summarized as follows:</p> <ul style="list-style-type: none"> <li>• 29 accidents between Pierce Drive and Old Three Rivers Road.</li> <li>• 19 accidents between South Fork Drive and North Fork Drive.</li> <li>• 20 accidents at Eggers Drive.</li> <li>• 2 accidents at Hawk Hollow Drive.</li> <li>• 10 accidents between Alta Acres Drive and Skyline Drive.</li> <li>• 8 accidents at Mineral King Road</li> <li>• 1 accident at Canyon Valley Drive.</li> </ul> <p>Regarding long lines of tourists' vehicles (entering SNP): Recommendations (signage and park entrance improvements) were included in the Three Rivers Community Plan, the EIR of the Community Plan, and the TIS prepared for the</p>

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	<p>Community Plan's EIR that the Park can take to reduce queuing at the Park's entrance. Additional recommendations (signage, crosswalk, future retail access, and dedicated left turn lanes) were included in the TIS to improve safety and parking. However, as signage, the crosswalk, and dedicated left turn lanes would fall under the jurisdiction of Caltrans (as they would affect SR 198), the County does not have the authority to require any of these improvements. The future retail access recommendation suggests that one driveway or access point along SR 198 could serve multiple developments/parcels as it would encourage interconnection of off-street parking lots.</p> <p>Regarding litter: The County has an anti-litter ordinance; however, other than law enforcement witnessing anyone littering, the County's is at a distinct disadvantage of preventing littering. Littering is considered a nuisance rather than a significant environmental issue.</p>
<b>Comment Letter14: Shvon Lavelly, April 19, 2021</b>	
<p>Water usage; congestion; dark skies; added pollution; traffic analysis.</p>	<p>Consultant VRPA provided responses (in the form of a Memo) to traffic-related comments which can be found as an attachment of this Chapter. Following are excerpts from the Memo specific to traffic-related issues.</p> <p>Regarding water usage and congestion: See Response to Launey and Sodhy comments, above.</p> <p>Regarding dark skies: the Project will be required to minimize light intrusion. As indicated in the EIR (page 3.1-12), "The Project will likely include lighting at the entry/exit point, and include evening lighting in the parking areas, pedestrian walkways, and security lighting, it will be required to comply with Tulare County General Plan and Three Rivers Community Plan policies and development standards. The Community Plan contains specific standards for night sky conservation and protection at Policy 1.1.12 LU-4.5 Commercial Building Design; 4.5.2. Proposals Subject to County Project Review Committee and, A-1 - Policy Matrix (6) Establishing Lighting Standards for Night Sky Conservation and Protection. As such, the Project will not create a new source of substantial light or glare which would adversely affect day or</p>

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	<p>nighttime views in the area resulting in a less than significant impact to this resource.”</p> <p>Commenter does not specify type of pollution; as such, we cannot provide a response.</p> <p>Regarding Traffic: Caltrans provided comments that it concurs with the TIS and no further analysis is required. Caltrans did not indicate that the TIS is stale. Although VMT is the metric in determining traffic impacts, the use of LOS remains appropriate. Commenter fails to note that queuing and congested roadways (components of LOS) are contributors to GHG, not just VMT. Further, as the hotel will provide an alternative to visitors/tourists having to drive an average of 30 miles to find comparable lodging accommodations, VMT is substantially reduced, thereby reducing GHG. It is noted that GHG contains its own analysis at Chapter 3.8 which is supported by information contained in the “Air Quality &amp; Greenhouse Gas Assessment, Three Rivers Hampton Inn and Suites Project” report (AQ/GHG Report and is included in Appendix “A” of the EIR) prepared by qualified experts ECORP Consulting, Inc. (ECORP).</p> <p>Outdated TIS: The Traffic Impact Study (TIS) for the proposed Project was completed in the year 2020. Typically, existing peak hour counts are collected in the study area for purposes of evaluating existing conditions. However, the COVID-19 pandemic has altered travel patterns in the State of California, especially with the closure of the Sequoia-Kings Canyon National Park. As a result, existing traffic counts would be skewed and wouldn’t reflect typical travel patterns in the study area. 2018 Traffic counts in the study area were used to evaluate existing traffic conditions in this traffic analysis. In addition, a growth rate of 1.3% per year was applied to the 2018 counts to estimate Year 2020 traffic volumes in the study area. Historical growth in Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update.</p> <p>Inconsistent metrics in TIS: The TIS prepared for the Project was completed under Caltrans oversight given the location of the Project with respect to the</p>

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	<p>State Route (SR) 198 Corridor. On April 13, 2020, Caltrans prepared a Memorandum (attached) regarding “VMT CEQA SIGNIFICANCE DETERMINATIONS FOR STATE HIGHWAY SYSTEM PROJECTS IMPLEMENTATION TIMELINE MEMORANDUM.” In the memorandum, Caltrans indicated that “Projects initiated on or after December 28, 2018, which have reached or will reach Caltrans’ Milestone 020 (“Begin Environmental”) before September 15, 2020, will be evaluated by the Department in consultation with project sponsors on a case-by-case basis to determine if the use of a VMT-based transportation impact significance determination in the draft environmental document is warranted.” The Project began its environmental process in the first quarter of 2020 and utilized the appropriate metric for analysis of Project impacts.</p> <p>Traffic data collection: See response to “Outdated TIS”, above. Typically, impacts of a potential project will be evaluated against the weekday AM and PM peak hours. However, Caltrans determined that the appropriate peak hours to evaluate Project impacts was the Saturday and Sunday peak hours.</p> <p>TIS does not comply with SB 743: See response to “Inconsistent metrics in TIS.”</p>
<b>Comment Letter15: Delores Lucero, December 2, 2020, March 8 and 15, 2021, and April 22, 2021</b>	
Conflicts with the General Plan, Specific Plan, and zoning ordinance; FEMA flood zone map; scenic corridor; flood zone; water quality.	<p>Regarding General Plan, Specific Plan, and zoning ordinance: Tulare County RMA stands by its determination based on the information contained in the EIR (at Chapter 3.11 Land Use &amp; Planning) that the Project does not conflict with the General plan, that a Specific Plan is not required, and that the Project is properly located within an area that is allowed by the zoning ordinance. Other than commenter’s opinion, commenter does not provide substantial evidence to support commenter’s conclusion. As such, contrary to commenter’s opinion, the analysis is accurate and no mitigation is required. Chapter 3.11 Land Use &amp; Planning in the EIR thoroughly discusses land use and policy as required by CEQA.</p> <p>Regarding scenic corridor: The EIR does not state that the proposed Project would not result in a visual impact. Rather, it states that there are no designated</p>

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	<p>scenic vistas within or within visible distance of the proposed Project site and that there are no rock outcroppings, historic buildings, or other designated scenic resources within or near the proposed Project site. The EIR also states that implementation of Tulare County General Plan and Three Rivers Community Plan policies and development standards would minimize or avoid substantial impacts to the visual character or quality of the site and its surroundings and that the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Contrary to commenter's opinion, if the ground level were raised, the proposed Project would still remain below 35' as the measurement would begin at the base of the structure, not the naturally occurring surface.</p> <p>Regarding the comment that the DEIR is incorrect in stating there are no hotels in the vicinity of the proposed Project: To be clear, the DEIR states, that there are no other hotel (or motel) or other development <i>proposals</i> (emphasis added) within the vicinity of Three Rivers.<sup>5</sup> The existing Comfort Inn &amp; Suites is accounted for as part of the baseline of the analysis.</p> <p>Regarding flood zone, water quality, and septic: See Responses to Greenspan, Rothenberg, and Launey and Sodhy, above.</p> <p>Regarding cumulative impact: As noted above, the DEIR states that there are no other project <i>proposals</i> (emphasis added) within the vicinity of Three Rivers. Furthermore, the DEIR does not state that there is no cumulative impact; rather, it states that the proposed Project <i>will not significantly contribute</i> (emphasis added) to a cumulative impact.<sup>6</sup> Tulare County RMA stands by its determination that the proposed Project will not significantly contribute to a cumulative impact.</p>

<sup>5</sup> Draft Environmental Impact Report, Three Rivers Hampton Inn and Suites, Three Rivers, CA. March 2021. Cumulative Impact: Item 10 Hydrology and Water Quality, page 87 and Item 11 Land Use and Planning, page 93.

<sup>6</sup> Ibid.

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<b>Comment Letter17: Marilyn Messa, March 22, 2021 and April 22, 2021</b>	
<p>Floodplain, septic system concerns, water (supply); CEQA studies/more extensive DEIR; lighting; traffic; air quality; alternatives; overburdening of resources.</p>	<p>Consultant VRPA provided responses (in the form of a Memo) to traffic-related comments which can be found as an attachment of this Chapter. Following are excerpts from the Memo specific to traffic-related issues.</p> <p>Regarding floodplain/flooding: See responses to Mr. Greenspan; Rothenberg; and Launey and Sodhy. As an aside, the Project will be required to comply with Tulare County building requirements regarding development in a flood zone.</p> <p>Regarding septic system: See responses to TCEHSD (and their comment letter); Greenspan; Rothenberg; and Launey and Sodhy; and Sickman. Also, comments regarding the septic system of the Comfort Inns &amp; Suites are outside of the scope of this EIR. It can be said with certainty that the proposed Project will be required to comply with TCEHSD and/or Regional Water Quality Control Board rules, regulations, etc. as applicable; and, enforcement will be the responsibility of these agencies.</p> <p>Regarding water: See Responses to Greenspan, Rothenberg, and Launey and Sodhy.</p> <p>Regarding CEQA studies/more extensive DIER: The Draft EIR meets CEQA Guidelines Sections 15120 through 15132 for content. Appendices “A” through “F” in the Draft EIR contain technical reports by qualified experts for Air Quality and Greenhouse Gases, Biological Resources, Cultural Resources, Noise, Traffic, and Wastewater.</p> <p>Regarding lighting: See responses to Lavelly and, Launey and Sodhy. The comment regarding light from the Village Market and Liquor is not substantiated by evidence from commenter to support commenter’s opinion.</p> <p>Regarding traffic: See responses to Caltrans (and their comment letter), Launey and Sodhy, and Nevarez and Conover III</p> <p>Regarding air quality: See response to San Joaquin Valley Air Pollution Control District (and their comment letter).</p>

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	<p>Regarding alternatives: Commenter does not provide other alternatives (supported by evidence) that should be considered. In its totality, CEQA Guidelines Section 15126.6 states: “Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”<sup>7</sup></p> <p>Regarding overburdening of resources: As we are unable to ascertain how commenter defines “overburdening our resources” for CEQA purposes, we cannot provide a response.</p>
<b>Comment Letters 19-20: Norma Nevarez and Clarence M. Conover, III, April 22, 2021</b>	
Water; traffic; evacuation; pedestrians; increases in human-caused fire; dry wells.	<p>Regarding water: See Responses to Greenspan, Rothenberg, and Launey and Sodhy.</p> <p>Regarding traffic: See responses to Caltrans (and their comment letter), and Launey and Sodhy.</p> <p>Regarding evacuation: The TIS prepared for the Project was completed under the Caltrans oversight given the location of the Project with respect to the State</p>

<sup>7</sup> California Environmental Quality Act. California Public Resources Code. Division 13. Environmental Quality Act Guidelines. Section 15126.6 Consideration and Discussion of Alternatives to the Proposed Project. Accessed at: [https://resources.ca.gov/-/media/CNRA-Website/Files/Programs-and-Projects/CEQA/CEQA-Homepage/2019\\_CEQA\\_Statutes\\_and\\_Guidelines.pdf?la=en&hash=28D5D3CF051762486FC0A43BB50921F85E30E8CC](https://resources.ca.gov/-/media/CNRA-Website/Files/Programs-and-Projects/CEQA/CEQA-Homepage/2019_CEQA_Statutes_and_Guidelines.pdf?la=en&hash=28D5D3CF051762486FC0A43BB50921F85E30E8CC)

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	<p>Route (SR) 198 Corridor. The Project began its environmental process in the first quarter of 2020 and utilized the appropriate metric for analysis of Project impacts. As noted in the Draft EIR (page 3.17-38 and -39) based on the analysis contained in the TIS, qualified expert consultant VRPA determined that the proposed Project would result in a less than significant impact. Tulare County RMA agrees with and supports the assessment and conclusion. As noted in the TIS, “The Project would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet Tulare County’s and Caltrans’ LOS “D” criteria through the year 2042. As a result, the Project will not result in inadequate emergency access. Therefore, no mitigation is needed.”<sup>8</sup></p> <p>Regarding human-caused fire: The comment is speculative and is not supported by evidence.</p> <p>Regarding dry wells: See Responses to Greenspan, Rothenberg, and Launey and Sodhy.</p> <p>Regarding pedestrians: Commenter is not specific regarding the “problem” of people walking from the Comfort Inn to the Village Market, Pharmacy in a CEQA context. As such, we cannot provide a response.</p>
<b>Comment Letter21: Bob Powell, April 13, 2021</b>	
<p>Flood plain/flooding; water supply; littering; employee housing; too many tourists for the Highway.</p>	<p>Regarding flood plain/flooding: See responses to Mr. Greenspan; Rothenberg; and Launey and Sodhy.</p> <p>Water supply: See Responses to Greenspan, Rothenberg, and Launey and Sodhy.</p> <p>Regarding littering: See Response to Launey and Peter Sodhy.</p>

<sup>8</sup> “Three Rivers Hampton Inn & Suites Traffic Impact Study, June 2020” (TIS) report. Page 8. Prepared by VRPA Technologies, Inc., (included in Appendix “E” of this Draft EIR). Pages 25-26.

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	<p>Regarding employee housing: As noted in the Draft EIR, it is anticipated that future employees of the proposed Project will be drawn from the local workforce. As it cannot be known with certainty where the local workforce will be drawn from (whether within the Three Rivers area or nearby unincorporated areas or incorporated cities), it would be speculative to assume employee housing would be needed.</p> <p>Regarding too many tourists for Highway: Most tourists/visitors are using SR 198 as it is the most direct and convenient route to the national parks. As Caltrans commented that it concurs with the conclusion of the TIS and no further analysis is required, it is reasonable to conclude that the TIS accurately analyzed traffic impacts and concluded that the proposed Project would not significantly impact traffic volumes along SR 198.</p>
<b>Comment Letter22: Greg and Laurie Schwaller, April 22, 2021</b>	
Project description; NOP/IS/DEIR; appearance; traffic; light; noise; land use; compatibility; environment; wildlife movement; scenic view; short-term rental market; air quality; VMT; energy; alternatives.	<p>Regarding project description: The proposed Project description is accurate. The proposed Project <b>does not</b> (emphasis added) include the parcel immediately adjacent to and west of it. It is also noted that qualified expert consultant ALD General Engineering provides an explanation of evaluating uses on the lot immediately adjacent to and west of the proposed Project as follows: “The purpose of this addendum is to clarify the evaluated uses on the frontage lot (APN #068-100-010). The uses defined in our Report of Waste Discharge (RWD) (service station and market, and Subway restaurant, or equivalent) are purely speculative and unknown at this time. The purpose of defining uses in the RWD was solely for calculation purposes for designing a single Wastewater Treatment Facility (WWTF) to service the following parcels: APN# 068-080-010 and 068-100-010. The future uses of the frontage lot will only be limited by the available WWTF capacity, which will be based on actual flows logged using flow meters. The anticipated capacity for the frontage lot is 3,420 gallons per day.” Ald General Engineering’s Addendum is included as an attachment to this Chapter.</p> <p>Regarding the NOP/IS/DEIR: As the proposed Project description is accurate, the reissuance of an NOP/IS/DEIR is not required or necessary.</p>

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	<p>Regarding appearance: For CEQA purposes, there is no requirement to include the “appearance” of a project. Chapter 3.1-1 Aesthetics has been prepared to address aesthetics as contained in Appendix G of the CEQA Guidelines.</p> <p>Regarding traffic: See responses to Caltrans (and their comment letter; and Launey and Sodhy.</p> <p>Regarding light: See responses to Lavelly; and Launey and Sodhy.</p> <p>Regarding noise: As indicated in the Draft EIR (page 3.13-10), a “<i>Noise Impact Assessment</i>” (NIA, included in Appendix “E” of the DEIR) was prepared by qualified expert consultant ECORP Consulting, Inc., to assess the land use compatibility of the Proposed Project within the existing noise environment affecting the Project area. The analysis contained in the Draft EIR (including the NIA), supports the conclusion that the proposed Project would result in a less than significant impact. Other than opinion, no evidence has been provided by commenter to support their comment that the proposed Project’s noise impact would be greater than less than significant.</p> <p>Regarding compatibility and land use: For CEQA purposes, usage of the word “incompatible” occurs only twice in the CEQA Guidelines, at Section 15304 (c) Minor Alterations to Land, and Appendix G XVII Transportation (c) “Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?” However; regarding Land Use, Appendix G XI Land Use and Planning uses the term “conflict”. As such, as noted in the Draft EIR (page 3.11-16), the analysis supports the conclusion that the proposed Project would result in no impact to this resource.</p> <p>Regarding environment: Commenter does not define the use of the word “environment,” as such, we cannot provide a response to this comment.</p> <p>Regarding wildlife movement: As indicated in the Draft EIR (pages 3.4- 34, - 35), a Biological Evaluation (“<i>Biological Resources Assessment [BRA]</i>”</p>

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<p style="text-align: center;"><b>Table 10-1</b> <b>County Responses to Comments Received</b></p>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
	<p><i>Hampton Inn and Suites Three River, Tulare County, California,</i>” included in Appendix “B” of the DEIR) prepared by qualified expert consultants ECORP Consulting, Inc. concluded that the project will not substantially impede the movement of native fish or wildlife species, nor impede their use of a nursery site. As such, the impact to this resource would be less than significant. Other than opinion, no evidence has been provided by commenter to support their comment that the proposed Project’s impact to a migration corridor (movement) would be greater than less than significant.</p> <p>Regarding VMT: See response to Lavelly.</p> <p>Regarding air quality: See response to San Joaquin Valley Air Pollution Control District (and their comment letter).</p> <p>Regarding GHG emissions: See responses to Caltrans; and Lavelly.</p> <p>Regarding energy: Chapter 3.6 Energy of the Draft EIR (pages 3.6-12 through -15) provides an analysis and conclusion that the proposed Project would result in a less than significant impact to this resource. Other than opinion, no evidence has been provided by commenter to support their comment that the proposed Project’s impact to energy would be greater than less than significant.</p> <p>Regarding alternatives: Other than opinion, no evidence has been provided by commenter to support their comment that an alternative, other than the Alternatives discussed in Chapter 5 of the Draft EIR, would meet or be superior to all six (6) Evaluation Criteria used for the proposed Project. Further, the commenter does not provide a comparison of each Alternative’s and the proposed Project’s abilities to achieve the Project objectives and reduce environmental impacts as contained shown in Table 5-2 of the DEIR (see page 5-13).</p> <p>Regarding appearance (aesthetics): For CEQA purposes, there is no requirement to include the “appearance” of a project. Chapter 3.1-1 Aesthetics has been prepared to address aesthetics as contained in Appendix G of the CEQA Guidelines. At the time of preparation of the DEIR, the applicant had</p>

Response to Comments  
Three Rivers Hampton Inn & Suites  
SCH# 20201100162

**Table 10-1**  
**County Responses to Comments Received**

Summary of Comments / Issues Raised	Responses to Comments
	<p>not provided, as it was not yet determined, what the final design, texture, color, etc. of the proposed Project would be. As such, using the thresholds of significant as contain in the CEQA Guidelines (that is, impact on a scenic vista, impact on a scenic highway, impact on visual quality, and creation of glare or impact on nighttime views), the analyses and conclusions contained in the DEIR are consistent with these thresholds.</p> <p>Regarding scenic vista: The use of “designated scenic vista” is an inadvertent attempt to summarize and combine Caltrans’ and the County’s usage of scenic corridors, state scenic highways, county scenic routes and highways, etc. It is not intended to be construed as a definition per se. As noted in the Draft EIR Chapter 3.1 Aesthetics, the proposed Project would result in a less that significant impact through compliance with the Tulare County General Plan, Foothill Growth Management Plan, and the Three Rivers Community Plan.</p> <p>Cumulative Impact: As accurately noted in the Draft EIR at cumulative analyses discussions, there are no other hotel (or motel) or other development <i>proposals</i> (emphasis added) within the vicinity of Three Rivers. As noted in the CEQA Guidelines Section 15355, Cumulative Impacts, “Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.</p> <p>(a) The individual effects may be changes resulting from a single project or a number of separate projects.</p> <p>(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”</p> <p>Therefore, the analysis considered existing hotels/motels as the baseline, proposed hotels (which include only the proposed Project) and reasonably foreseeable probable future projects (which there are none). Combined, these are used to evaluate the cumulative impact of the proposed Project with past</p>

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<p style="text-align: center;"><b>Table 10-1</b> <b>County Responses to Comments Received</b></p>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
	(existing) and future projects (none) leading to the conclusion that the proposed Project would not result in a cumulative impact.
<b>Comment Letters 23-24: James O. Sickman, Ph.D , April 21, 2021</b>	
Migration/constituents of effluent; water well sampling; monitoring; wastewater system design.	<p>It is noted that consultant ALD Engineering provided responses to water/wastewater-related comments which can be found as an attachment of this Chapter. Excerpts from ALD Engineering are included where applicable.</p> <p>Regarding migration/constituents of effluent: All tertiary treated effluent must meet regulatory treatment levels.</p> <p>Regarding water well sampling: Sampling and analysis is required by the Regional Water Quality Control Board (Water Board) to verify adequate treatment pursuant to the applicable general order.</p> <p>Regarding monitoring: The hotel's well and public wells on adjoining properties must be monitored in accordance with the hotels permit with the Regional Water Quality Control Board – Division of Drinking Water. This requirement is outside of the TRCSD's regulatory purview.</p> <p>Regarding wastewater system design (sizing, application area, UV system): The minimum dispersal area required is 14,287.5 square feet, not 4,766 square feet as described by Mr. Sickman (Ph.D). Which is calculated by dividing the total quantity of effluent per day (17,145 gpd) by the hydraulic loading rate (1.2 gpd/sq.ft.)</p> <p>The system's capacity per hotel room is 130.7 gpd, based on a total daily use of 11,100 gpd, which exceeds the 100 gpd per room described by the Water Board. The references Mr. Sickman (Ph.D) described were used for comparison purposes only. The peak system capacity is theoretically 17,145 gpd, which provides for up to 163.3 gpd per room.</p> <p>The system must be maintained by a maintenance provider with an appropriate Wastewater Treatment Plan Certification, pursuant to Section 13626 of the California Water Code. Additionally, the maintenance provider must be</p>

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<b>Table 10-1</b> <b>County Responses to Comments Received</b>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
	certified by the equipment manufacturer, Orenco. Furthermore, the wastewater treatment components that require repairs will be installed in duplicate (e.g., septic tank effluent pumps, recirculation pumps, discharge pumps, UV treatment units) that alternate, or in the case of UV treatment are installed in series, and in the event one requires repairs, the other continues to operate.
<b>Comment Letter25: Rod Simonian, March 9, 2021</b>	
Flood plain; water table; public park; employee travel; environment.	<p>Regarding flood plain: See responses to Mr. Greenspan; Rothenberg; and Launey and Sodhy.</p> <p>Regarding water table: Regardless of depth to the water table, the proposed Project's well will be constructed consistent with Regional Water Quality Control Board – Division of Drinking Water requirements.</p> <p>Regarding employee travel: As noted in the Draft EIR, it is anticipated that future employees of the proposed Project will be drawn from the local workforce. As it cannot be known with certainty where the local workforce will be drawn from (whether within the Three Rivers area or nearby unincorporated areas or incorporated cities), it would be speculative to assume employee housing would be needed.</p> <p>Regarding environment: As commenter does not provide a definition or specifics of the use of “environment”, we are unable to provide a response to this comment.</p>
<b>Comment Letter26: David D. Wood, Ph.D.</b>	
See non-CEQA comments below.	
<b>NON-CEQA COMMENTS</b>	
<p>The following non-CEQA issues were also raised:</p> <ul style="list-style-type: none"> <li>• Use of TOT for police or infrastructure.</li> <li>• Use of TOT specifically for an ambulance.</li> </ul>	These comments refer to issues not directly related to the EIR prepared for the Project and as such, no CEQA response is provided.

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<b>Table 10-1 County Responses to Comments Received</b>	
<b>Summary of Comments / Issues Raised</b>	<b>Responses to Comments</b>
<ul style="list-style-type: none"><li>• Rescind STR permits to alleviate shortage of available residential rentals.</li><li>• Decrease in families with children attending elementary school.</li><li>• Three Rivers Unified School District in danger of closing.</li><li>• Any guarantee that Three Rivers residents would have first consideration for these jobs.</li><li>• History of the Applicant.</li></ul>	

# Attachment 1

## Notice of Availability Tracking Table

**NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT**  
**Three Rivers Hampton Inn (SCH# 2020110016)**

AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
<b>AVAILABILITY OF PUBLIC VIEWING</b>												
Tulare County Website: <a href="https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/">https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/</a>												
Tulare County Resource Management Agency 5961 S. Mooney Blvd. Visalia, CA 93277-9394					X	X	3/8/21					
Tulare County Clerk's Office County Civic Center Courthouse, Room 105 221 S. Mooney Blvd. Visalia, CA 93291 <a href="mailto:mbhansen@tularecounty.ca.gov">mbhansen@tularecounty.ca.gov</a>		X						3/8/21				
Tulare County Public Library Visalia Man Branch 200 W. Oak Ave. Visalia, CA 93291 <a href="mailto:DWegener@tularecounty.ca.gov">DWegener@tularecounty.ca.gov</a>					Not available in hard copy at libraries per the County's Covid-19 threat/response protocols.			3/8/21				
<b>STATE CLEARINGHOUSE</b>	X	X	X	X				3/8/21 (direct upload)				3/8/21, email confirmation from Mikayla Vaba that the DEIR was published on the SCH website.
<ul style="list-style-type: none"> <li>Air Resources Board</li> <li>California Highway Patrol</li> <li>Caltrans District #6</li> <li>Department of Conservation</li> <li>Energy Commission</li> <li>Department of Fish and Wildlife Region #4</li> <li>Department of Food and Agriculture</li> <li>Department of Forestry and Fire Protection</li> <li>Department of General Services</li> <li>Native American Heritage Commission</li> <li>Office of Emergency Services</li> <li>Office of Historic Preservation</li> <li>Public Utilities Commission</li> <li>Regional Water Quality Control Board District #5F</li> <li>Resources Agency</li> <li>State Water Resources Control Board – Water Quality</li> <li>Department of Toxic Substances Control</li> <li>Department of Water Resources</li> </ul>												

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
MILITARY												
Mr. David S. Hulse Naval Facilities Engineering Command Community Plans Liaison Officer (CPLO) 1220 Pacific Highway AM-3 San Diego, CA 92132					X					3/5/21		
FEDERAL AGENCIES												
U.S. Army Corps of Engineers Sacramento District 1325 J Street, Room 1350 Sacramento, CA 95814-2922					X					3/5/21		
U.S. Fish and Wildlife Service Sacramento Fish & Wildlife Office 2800 Cottage Way, Room W-2605 Sacramento, CA 95825-1846					X					3/5/21		
U.S. Forest Service 1400 Independence Ave SW, Room 5105-A Washington DC 20250-1111					X					3/5/21		
Sequoia National Forest Supervisor’s Office 1839 South Newcomb Street Porterville, CA 93257					X					3/5/21		
National Park Service Pacific West Region Attn: Laura Joss, Regional Director 333 Bush Street, Suite 500 San Francisco, CA 94104-2828					X					3/5/21		
USDA - Natural Resources Conservation Service 1400 Independence Ave SW Room 5105-A Washington, DC 20250-1111					X					3/5/21		
USDA - Natural Resources Conservation Service Visalia Service Center Attn: Lurana Strong 3530 W. Orchard Ct. Visalia, CA 93277-7055X					X					3/5/21		

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
STATE & REGIONAL AGENCIES												
CA Environmental Protection Agency P.O. Box 2815 Sacramento, CA 95812-2815					X					3/5/21		
CA Department of Conservation Division of Land Resources Protection 801 K Street, MS 24-01 Sacramento CA 95814					X					3/5/21		
CA Dept. of Fish and Wildlife Region 4 – Central Region 1234 E. Shaw Avenue Fresno, CA 93710 <a href="mailto:R4CEQA@wildlife.ca.gov">R4CEQA@wildlife.ca.gov</a>		X						3/8/21				
CA Dept. of Food & Agriculture 1220 N Street Sacramento, CA 95814					X					3/5/21		
CA Dept. Forestry & Fire Protection 1234 E. Shaw Ave Fresno CA 93710					X					3/5/21		
CA Dept. of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812-0806					X					3/5/21		
CA Dept. of Transportation, District 6 1352 W. Olive Ave P.O. Box 12616 Fresno, CA 93778-2616 <a href="mailto:david.deel@dot.ca.gov">david.deel@dot.ca.gov</a> <a href="mailto:lorena.mendibles@dot.ca.gov">lorena.mendibles@dot.ca.gov</a>		X						3/8/21		3/5/21		3/9/21, email from David Deel, Associate Transportation Planner, confirming receipt of NOA.  3/24/21, comment letter from David Deel received via email.
CA Department of Water Resources 1416 Ninth Street Sacramento, CA 95814					X					3/5/21		
CA Natural Resources Agency 1416 Ninth Street, Suite 1311 Sacramento, CA 95814					X					3/5/21		
CA Office of Emergency Services 3650 Schriever Avenue Mather, CA 95655					X					3/5/21		

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
CA Office of Historic Preservation 1725 23rd Street, Suite 100 Sacramento, CA 95816					X					3/5/21		
CA Public Utilities Commission 770 L. Street Sacramento, CA 95841					X					3/5/21		3/10/21, envelope returned as “insufficient address, unable to forward”
Native American Heritage Commission 1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691 <a href="mailto:NAHC@nahc.ca.gov">NAHC@nahc.ca.gov</a>		X						3/8/21				
State Water Resources Control Board P.O. Box 100 Sacramento, CA 95812					X					3/5/21		
Regional Water Quality Control Board Region 5 – Central Valley 1685 E Street Fresno, CA 93706 <a href="mailto:CentralValleyFresno@waterboards.ca.gov">CentralValleyFresno@waterboards.ca.gov</a>		X						3/8/21				3/8/21, automated email confirming receipt of NOA.
San Joaquin Valley APCD Permit Services – CEQA Division 1990 E. Gettysburg Ave. Fresno, CA 93726 <a href="mailto:CEQA@valleyair.org">CEQA@valleyair.org</a>		X						3/8/21				
Southern California Edison Attn: Calvin Rossi, Region Manager Local Public Affairs 2425 S. Blackstone St. Tulare, CA 93274 <a href="mailto:calvin.rossi@sce.com">calvin.rossi@sce.com</a>		X			X			3/8/21		3/5/21		
LOCAL AGENCIES												
Tulare County Agricultural Commissioner 4437 S. Laspina Street Tulare CA 93274 <a href="mailto:TTucker@co.tulare.ca.us">TTucker@co.tulare.ca.us</a>		X			X		3/5/21	3/8/21				
Tulare County Association of Governments Attn: Ted Smalley 210 N. Church Street, Suite B Visalia, CA 93291 <a href="mailto:TSmalley@tularecog.org">TSmalley@tularecog.org</a>		X			X		3/5/21	3/8/21				

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
Tulare County Farm Bureau Tricia Stever Blattler, Exec. Director P.O. Box 748 Visalia, CA 93291 <a href="mailto:pstever@tulcofb.org">pstever@tulcofb.org</a>		X			X			3/8/21		3/5/21		
Tulare County Fire Warden 835 S. Akers Street Visalia, CA 93277					X		3/5/21					
Tulare County Health & Human Services Agency Environmental Health Department Attn: Allison Shuklian 5957 S. Mooney Blvd Visalia, CA 93277 <a href="mailto:AShuklia@tularehhsa.org">AShuklia@tularehhsa.org</a>		X						3/8/21				4/6/21, comment letter from Ted Martin, Environmental Health Specialist, received via email
Tulare County Local Agency Formation Commission 210 N. Church Street, Suite B Visalia, CA 93291					X		3/5/21					
Tulare County Office of Emergency Services Attn: Sabrina Bustamante / Megan Fish 5957 S. Mooney Blvd Visalia, CA 93277 <a href="mailto:slbustamante@co.tulare.ca.us">slbustamante@co.tulare.ca.us</a> <a href="mailto:mfish@co.tulare.ca.us">mfish@co.tulare.ca.us</a>		X			X		3/5/21	3/8/21				
Tulare County Resource Management Agency - 5961 S. Mooney Blvd. Visalia, CA 93277  Economic Development - <a href="mailto:jmartinez2@co.tulare.ca.us">jmartinez2@co.tulare.ca.us</a>  Fire – <a href="mailto:gportillo@co.tulare.ca.us">gportillo@co.tulare.ca.us</a>  Flood Control – <a href="mailto:rschenke@co.tulare.ca.us">rschenke@co.tulare.ca.us</a> <a href="mailto:rmiller@co.tulare.ca.us">rmiller@co.tulare.ca.us</a>  Public Works – <a href="mailto:hbeltran@co.tulare.ca.us">hbeltran@co.tulare.ca.us</a> <a href="mailto:jwong@co.tulare.ca.us">jwong@co.tulare.ca.us</a>		X			X		3/5/21	3/8/21				3/31/21, comment letter from G. Portillo, TCFD, Fire Inspector-Plans Examiner, received via email.

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
Tulare County Resource Conservation District 3530 W. Orchard Ct Visalia, CA 93277					X					3/5/21		
Tulare County Sheriff’s Office – Headquarters 2404 W. Burrel Avenue Visalia, CA 93291					X		3/5/21			3/5/21		
Tulare County U.C. Cooperative Extension UC Cooperative Extension 4437 S. Laspina Street Tulare, CA 93274					X					3/5/21		
Three Rivers Community Services District Attn: Cindy Howell, General Manager P.O. Box 423 Three Rivers, CA 93271 <a href="mailto:info3riverscsd@gmail.com">info3riverscsd@gmail.com</a>		X			X			3/8/21		3/5/21		4/21/21, comments from C. Howell received via email.
Three Rivers Union School District Attn: Sue Sherwood, Superintendent/Principal P.O. Box 99 Three Rivers, CA 93271 <a href="mailto:spsherwood@3rusd.org">spsherwood@3rusd.org</a>		X			X			3/8/21		3/5/21		
Woodlake Union School District Attn: Laura Gonzalez 300. W. Whitney Ave Woodlake, CA 93286 <a href="mailto:lagonzalez@w-usd.org">lagonzalez@w-usd.org</a>		X			X			3/8/21		3/5/21		
TRIBES												
Kern Valley Indian Tribe Robert Robinson, Co-Chairperson P.O. Box 1010 Lake Isabella, CA 93240 <a href="mailto:bbutterbredt@gmail.com">bbutterbredt@gmail.com</a>		X			X			3/8/21		3/5/21		
Kern Valley Indian Tribe Julie Turner, Secretary P. Box 1010 Lake Isabella, CA 93240 <a href="mailto:meindiangirl@sbcglobal.net">meindiangirl@sbcglobal.net</a>		X			X			3/8/21		3/5/21		

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
Kern Valley Indian Tribe Brandi Kendricks 30741 Foxridge Court Tehachapi, CA 93561 <a href="mailto:krazykendricks@hotmail.com">krazykendricks@hotmail.com</a>		X			X			3/8/21		3/5/21		
Leo Sisco, Tribal Chairman Santa Rosa Rancheria Tachi Yokut Tribe 16835 Alkali Drive Lemoore, CA 93245 <a href="mailto:LSisco@tachi-yokut-nsn.gov">LSisco@tachi-yokut-nsn.gov</a>		X			X			3/8/21		3/5/21  3/9/21 certified 7014015000 0115371589	3/10/21	
Santa Rosa Rancheria Tachi Yokut Tribe Robert Jeff, Vice-Chair P. O. Box 8 Lemoore, CA 93245 <a href="mailto:RGJeff@tachi-yokut-nsn.gov">RGJeff@tachi-yokut-nsn.gov</a>		X			X			3/8/21		3/5/21		
Santa Rosa Rancheria Tachi Yokut Tribe Bianca Arias, Admin. Assistant. P. O. Box 8 Lemoore, CA 93245 <a href="mailto:BArias@tachi-yokut-nsn.gov">BArias@tachi-yokut-nsn.gov</a>		X			X			3/8/21		3/5/21		
Santa Rosa Rancheria Tachi Yokut Tribe Shana Powers, Director of Cultural Preservation 16835 Alkali Drive Lemoore, CA 93245 <a href="mailto:SPowers@tachi-yokut-nsn.gov">SPowers@tachi-yokut-nsn.gov</a>		X			X			3/8/21		3/5/21  3/9/21 certified 7014015000 0115371572	3/10/21	3/9/21, email response from Ms. Powers (confidential).
Santa Rosa Rancheria Tachi Yokut Tribe Cultural Department Greg Cuara, Cultural Specialist P. O. Box 8 Lemoore, CA 93245 <a href="mailto:GCuara@tachi-yokut-nsn.gov">GCuara@tachi-yokut-nsn.gov</a>		X			X			3/8/21		3/5/21		
Santa Rosa Rancheria Tachi Yokut Tribe Cultural Department Samantha McCarty, Cultural Specialist P. O. Box 8 Lemoore, CA 93245 <a href="mailto:SMcCarty@tachi-yokut-nsn.gov">SMcCarty@tachi-yokut-nsn.gov</a>		X			X			3/8/21		3/5/21		

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
Tubatulabals of Kern Valley Robert L. Gomez, Jr., Chairperson P.O. Box 226 Lake Isabella, CA 93240 <a href="mailto:rgomez@tubatulabal.org">rgomez@tubatulabal.org</a>		X			X			3/8/21		3/5/21		3/9/21, email response from Chairman Gomez (confidential).
Tule River Indian Tribe Neil Peyron, Chairperson P. O. Box 589 Porterville, CA 93258 <a href="mailto:neil.peyron@tulerivertribe-nsn.gov">neil.peyron@tulerivertribe-nsn.gov</a>		X			X			3/8/21		3/5/21		
Tule River Indian Tribe Dept. of Environmental Protection Kerri Vera, Director P. O. Box 589 Porterville, CA 93258 <a href="mailto:tuleriverenv@yahoo.com">tuleriverenv@yahoo.com</a>		X			X			3/8/21		3/5/21		
Tule River Indian Tribe Dept. of Environmental Protection Felix Christman, Archaeological Monitor P. O. Box 589 Porterville, CA 93258 <a href="mailto:Tuleriverarchmon1@gmail.com">Tuleriverarchmon1@gmail.com</a>		X			X			3/8/21		3/5/21		
Wuksache Indian Tribe/ Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906 <a href="mailto:Kwood8934@aol.com">Kwood8934@aol.com</a>		X			X			3/8/21		3/5/21		
NEIGHBORING PROPERTIES (300' from project boundary)												
E & S Investments, LLC P.O. Box 190 Three Rivers, CA 93271  Steve Rothenberg <a href="mailto:rstevevi@sbcglobal.net">rstevevi@sbcglobal.net</a>					X					3/5/21		4/9/21, comments from S. Rothenberg sent via email  4/9/21, map from S. Rothenberg to L. Micari sent via email  4/9/21, map from S. Rothenberg to L. Micari sent via email
BSK Investments, LLC 40820 Sierra Drive Three Rivers, CA 93271-9535					X					3/5/21		

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
	NOC	NOA	Electronic Submittal Form	DEIR	NOA	DEIR						
Satwant & Malkit Sanghera 6425 E. Hatch Rd. Hughson, CA 95326-9239					X					3/5/21		
David A & Jane E Learned (TRS) P.O. Box 596 Three Rivers, CA 93271-0596					X					3/5/21		
Suburban Propane, LP 240 Route 10 West Whippany, NJ 07981-0206					X					3/5/21		
William W. Oliver (TR) P.O. Box 964 Three Rivers, CA 93271-0964					X					3/5/21		
Sukhjinder Singh & Kulvinder Sanghera 1516 Tristan Court Hughson, CA 95326-9154					X					3/5/21		
Gautam & Tina Patel 7662 Cottonwood Lane Pleasanton, CA 94588-4322					X					3/5/21		
Linda McKee Amaral (TR)(FAM TR) 3839 W. Crowley Ct. Visalia, CA 93291-5511					X					3/5/21		
Gregory & Nataliya Dixon (TRS) P.O. Box 343 Three Rivers, CA 93271					X					3/5/21		
Farshad A. Tafti P.O. Box 550 Goshen, CA 93227-0550					X					3/5/21		
OTHER INTERESTED PARTIES												
Ineffable Hospitality, Inc. 6473 E. Hatch Road Hughson, CA 95326 <a href="mailto:haren@ineffablehotels.com">haren@ineffablehotels.com</a>		X						3/8/21				
Sukhjinder & Kulvinder Sanghera 6473 E. Hatch Road Hughson, CA 95326 <a href="mailto:harensanghera@gmail.com">harensanghera@gmail.com</a>		X						3/8/21				

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT												
Three Rivers Hampton Inn (SCH# 2020110016)												
AGENCY / ENTITY	DOCUMENTS SENT						DELIVERY METHOD					COMMENTS RECEIVED
	Electronic				Hard Copy		Hand Delivered/ Interoffice	E-mail	FedEx	US Mail	Return Receipt	
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Joel Hiser HTL Hospitality Advisors 11050 Northgate Drive, Suite 440 San Rafael, CA 94903 <a href="mailto:jhiser@htlha.com">jhiser@htlha.com</a>		X						3/8/21				
Chris Ott HTL Hospitality Advisors San Francisco, CA <a href="mailto:cott@htlha.com">cott@htlha.com</a>		X						3/8/21				
Michael Lozeau Lozeau Drury LLP 1939 Harrison St, Ste 150 Oakland, CA 94612 <a href="mailto:michael@lozeaudrury.com">michael@lozeaudrury.com</a>		X						3/8/21				
Hannah Hughes Lozeau Drury LLP 1939 Harrison St, Ste 150 Oakland, CA 94612 <a href="mailto:hannah@lozeaudrury.com">hannah@lozeaudrury.com</a>		X						3/8/21				
Komalpreet Toor Lozeau Drury LLP 1939 Harrison St, Ste 150 Oakland, CA 94612 <a href="mailto:komal@lozeaudrury.com">komal@lozeaudrury.com</a>		X						3/8/21				
Maya Vishwanath Lozeau Drury LLP 1939 Harrison St, Ste 150 Oakland, CA 94612 <a href="mailto:maya@lozeaudrury.com">maya@lozeaudrury.com</a>		X						3/8/21				
The Kaweah Coalition Julianna Seligman, Director P.O. Box 865 Three Rivers, CA 93271 <a href="mailto:kaweahcoalition@gmail.com">kaweahcoalition@gmail.com</a>		X						3/8/21		3/9/21		
Kaweah Commonwealth <a href="mailto:3rnews@kaweahcommonwealth.com">3rnews@kaweahcommonwealth.com</a>		X						3/8/21				3/8/21, message timed out – system will keep trying for 5 days  3/13/21, message undeliverable, deleted from queue after 5 days

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Sequoia Riverlands Trust 427 S. Garden St. Visalia, CA 93277  Cam Tredennick, Executive Director <a href="mailto:cam@sequoiariverlands.org">cam@sequoiariverlands.org</a>  Ann Huber <a href="mailto:ann@sequoiariverlands.org">ann@sequoiariverlands.org</a>  Marilyn Martin, Executive Assistant <a href="mailto:marilyn@sequoiariverlands.org">marilyn@sequoiariverlands.org</a>		X						3/8/21				
Three Rivers Historical Society P. O. Box 1253 Three Rivers, CA 93271 <a href="mailto:history@3rmuseum.org">history@3rmuseum.org</a>		X			X			3/8/21		3/5/21		
Three Rivers Village Foundation <a href="mailto:info@threerivers.com">info@threerivers.com</a>		X						3/8/21				3/8/21, message timed out – system will keep trying for 5 days  3/13/21, message undeliverable, deleted from queue after 5 days
Tulare County Citizens for Responsible Growth <a href="mailto:tccrg.info@gmail.com">tccrg.info@gmail.com</a>		X						3/8/21				
Rob Balsom <a href="mailto:rbalsom@me.com">rbalsom@me.com</a>		X						3/8/21				
Bettina Birch <a href="mailto:bettina.birch@att.net">bettina.birch@att.net</a>		X						3/8/21				
Dave Bodine <a href="mailto:bodinehouse1@att.net">bodinehouse1@att.net</a>		X						3/8/21				
Karen Bodner <a href="mailto:kebodner@wildblue.net">kebodner@wildblue.net</a>		X						3/8/21				
R. Bodner <a href="mailto:rebodner@wildblue.net">rebodner@wildblue.net</a>		X						3/8/21				3/8/21, email was not able to be delivered
Chris Brewer <a href="mailto:cdbrewer@gmx.com">cdbrewer@gmx.com</a>		X						3/8/21				
Warren Campbell <a href="mailto:prorege@cwo.com">prorege@cwo.com</a>		X						3/8/21				3/8/21, email was not able to be delivered

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Sarah Campe <a href="mailto:sarahcampe@gmail.com">sarahcampe@gmail.com</a>		X						3/8/21				
Christel Change <a href="mailto:2ntimame@gmail.com">2ntimame@gmail.com</a>		X						3/8/21				
Antonette Cloutier <a href="mailto:cloutierd@sbcglobal.net">cloutierd@sbcglobal.net</a>		X						3/8/21				
Trent Coleman <a href="mailto:trentmoorecoleman@gmail.com">trentmoorecoleman@gmail.com</a>		X						3/8/21				
Carole Combs <a href="mailto:ccombs@thegrid.net">ccombs@thegrid.net</a>		X						3/8/21				
Rusty Crain <a href="mailto:jbarc@thegrid.net">jbarc@thegrid.net</a>		X						3/8/21				
Laile Di Silvestro <a href="mailto:laile@mindspring.com">laile@mindspring.com</a>		X						3/8/21				
Megan Doyle <a href="mailto:Musical_Megan@live.com">Musical_Megan@live.com</a>		X						3/8/21				
John Elliott <a href="mailto:3rnews@tkcplanner@gmail.com">3rnews@tkcplanner@gmail.com</a>		X						3/8/21				
Jackie & Richard Fletcher <a href="mailto:Jacki_Fletcher@att.net">Jacki_Fletcher@att.net</a>		X						3/8/21				
Nicky French <a href="mailto:nicky@olbuckaroo.com">nicky@olbuckaroo.com</a>		X						3/8/21				
Lee Goldstein <a href="mailto:drleeagoldstein@hotmail.com">drleeagoldstein@hotmail.com</a>		X						3/8/21				
Marcia Goldstein <a href="mailto:marciagold.st@gmail.com">marciagold.st@gmail.com</a>		X						3/8/21				
Ken Greenspan <a href="mailto:kengreenspan@sbcglobal.net">kengreenspan@sbcglobal.net</a>		X						3/8/21				3/8/21, email from K. Greenspan to J. Willis requesting non-CEQA information; M. Washam responded via email.  3/9/21, comments from K. Greenspan to Supervisor Micari received via email.
Mignon Gregg <a href="mailto:gmgregg@sbcglobal.net">gmgregg@sbcglobal.net</a>		X						3/8/21				
Charlie & Esther Huecker <a href="mailto:charliehuecker@gmail.com">charliehuecker@gmail.com</a>		X						3/8/21				

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Michelle Jeffries <a href="mailto:michellejeffries@gmail.com">michellejeffries@gmail.com</a>		X						3/8/21				
Bobby Kamansky <a href="mailto:bobinator1@hotmail.com">bobinator1@hotmail.com</a>		X						3/8/21				
Shivon Lavelly <a href="mailto:mike.shivon@sbcglobal.net">mike.shivon@sbcglobal.net</a>		X						3/8/21				4/19/21, comment letter from S. Lavelly received via email.
Delores Lucero <a href="mailto:delores.lucero@ucr.edu">delores.lucero@ucr.edu</a>		X						3/8/21				3/8/15 -3/15/21, comments from D. Lucero received via email; includes the 12/2/20 letter that was inadvertently not included in the NOP.  4/22/21, comment letter from D. Lucero received via email.
Natalie Marini <a href="mailto:info@sequoiasnackshack.com">info@sequoiasnackshack.com</a>		X						3/8/21				3/8/21, message timed out – system will keep trying for 5 days  3/13/21, message undeliverable, deleted from queue after 5 days
Jenny Matsumoto <a href="mailto:oaknhill@wildblue.net">oaknhill@wildblue.net</a>		C						3/8/21				
Earl McKee <a href="mailto:tubacowboy@aol.com">tubacowboy@aol.com</a>		X						3/8/21				
Daryl McKown <a href="mailto:darylmckown@yahoo.com">darylmckown@yahoo.com</a>		X						3/8/21				
John McWilliam <a href="mailto:erinrvincent@gmail.com">erinrvincent@gmail.com</a>		X						3/8/21				
Gary Mills <a href="mailto:GMILLS@omnimeans.com">GMILLS@omnimeans.com</a>		X						3/8/21				
Soapy Mulholland <a href="mailto:sopacmcc@gmail.com">sopacmcc@gmail.com</a>		X						3/8/21				
Linda Mutch <a href="mailto:meadowlrk@gmail.com">meadowlrk@gmail.com</a>		X						3/8/21				
Brian Newton <a href="mailto:Bandj1407@yahoo.com">Bandj1407@yahoo.com</a>		X						3/8/21				
Charlie Norman <a href="mailto:natekirbyjake@yahoo.com">natekirbyjake@yahoo.com</a>		X						3/8/21				

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Donald Peter <a href="mailto:peterdalan@att.net">peterdalan@att.net</a>		X						3/8/21				
Fred Reimer <a href="mailto:fred3rivers@gmail.com">fred3rivers@gmail.com</a>		X						3/8/21				
Mayra Ricci <a href="mailto:mayraricci3@sbcglobal.net">mayraricci3@sbcglobal.net</a> <a href="mailto:mayaricci3@sbcglobal.net">mayaricci3@sbcglobal.net</a>		X						3/8/21				3/8/21, message timed out – system will keep trying for 5 days; review showed email address incorrectly entered  3/9/21, email re-sent to corrected email address  3/13/21, incorrect address was undeliverable, deleted from queue after 5 days
Sue Rothhammer <a href="mailto:srothhammer@gmail.com">srothhammer@gmail.com</a>		X						3/8/21				
Daniel Rourke <a href="mailto:LuckyDr@yahoo.com">LuckyDr@yahoo.com</a>		X						3/8/21				
Greg Schwaller <a href="mailto:gschwaller1@wildblue.net">gschwaller1@wildblue.net</a>		X						3/8/21				
Laurie Schwaller <a href="mailto:lschwaller1@wildblue.net">lschwaller1@wildblue.net</a>		X						3/8/21				4/22/21, comment letter from L. Schwaller received via email
James Seligman <a href="mailto:jseligman@gmail.com">jseligman@gmail.com</a>		X						3/8/21				3/8/21, email was not able to be delivered; review showed email address entered incorrectly  3/9/21, email re-sent to corrected email address
Kathleen Seligman <a href="mailto:kseligman@sbcglobal.net">kseligman@sbcglobal.net</a>		X						3/8/21				
Richard Sherlock <a href="mailto:RICHSHERLOCK1@yahoo.com">RICHSHERLOCK1@yahoo.com</a>		X						3/8/21				
Rod Simonian <a href="mailto:sim559@gmail.com">sim559@gmail.com</a>		X						3/8/21				3/9/21-3/10/21, comments from R. Simonian received via email.
Woody Smeck <a href="mailto:woody_smeck@nps.gov">woody_smeck@nps.gov</a>		X						3/8/21				

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Tom Sparks <a href="mailto:tom.sparks@live.com">tom.sparks@live.com</a>		X						3/8/21				
Richard Stanton <a href="mailto:rhstanton@gmail.com">rhstanton@gmail.com</a>		X						3/8/21				
Nadine Steel <a href="mailto:mnchsteel@aol.com">mnchsteel@aol.com</a>		X						3/8/21				3/8/21, email was not able to be delivered
Dean Stryd <a href="mailto:dean.stryd@yahoo.com">dean.stryd@yahoo.com</a>		X						3/8/21				
Danielle Temple <a href="mailto:daniellestemple@gmail.com">daniellestemple@gmail.com</a>		X						3/8/21				
Michael Tharp <a href="mailto:MTHARP@RLSMAP.com">MTHARP@RLSMAP.com</a>		X						3/8/21				
John Uhlir <a href="mailto:Johnuhlr1@gmail.com">Johnuhlr1@gmail.com</a>		X						3/8/21				
Charlene Vartanian <a href="mailto:charlenevartanian@gmail.com">charlenevartanian@gmail.com</a>		X						3/8/21				
I.F. Warner <a href="mailto:ifwarner@gmail.com">ifwarner@gmail.com</a>		X						3/8/21				
Leah Launey and Peter Sodhy <a href="mailto:lclauney@launeymediation.com">lclauney@launeymediation.com</a>												3/9/21, comments from L. Launey received via email
Janene Newman Lasswell <a href="mailto:janene.lasswell@gmail.com">janene.lasswell@gmail.com</a>												3/9/21, comments from J. Lasswell to Supervisor Micari received via email.
David D. Wood, Ph.D. 44828 Mineral King Road Three Rivers, CA 93271 <a href="mailto:dwoodphd@gmail.com">dwoodphd@gmail.com</a>												3/8/21, comments from D. Wood to Supervisor Micari received via email
Marilyn Messa Box 174 Three Rivers, CA 93271 <a href="mailto:bnmm@att.net">bnmm@att.net</a>												3/22/21, comments from M. Messa received via email.  4/22/21, comment letter from M. Messa received via email.
Norma Nevarez & Clarence M. Conover III <a href="mailto:normanevarez61@gmail.com">normanevarez61@gmail.com</a> <a href="mailto:corkyconover@gmail.com">corkyconover@gmail.com</a>												4/18/21, comment letter from N. Nevarez received via email.  4/22/21, additional comments from N. Nevarez sent via email.

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT Three Rivers Hampton Inn (SCH# 2020110016)												
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Bob Powell <a href="mailto:dinfgoboy47@gmail.com">dinfgoboy47@gmail.com</a>												4/13/21, comments from B. Powell received via email.
James O. Sickman <a href="mailto:james.sickman@ucr.edu">james.sickman@ucr.edu</a>												4/22/21, comments from J. Sickman received via email.  4/22/21, comments from J. Sickman received via email.

## Attachment 2

Comments Received from the  
California Department of Transportation, March 24, 2021  
and  
County Response to Comments



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD  
VISALIA, CA 93277 .  
PHONE (559) 624-7000  
FAX (559) 730-2653

Aaron R. Bock      Economic Development and Planning  
Reed Schenke      Public Works  
Sherman Dix      Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

June 18, 2021

David Deel, Associate Transportation Planner  
Transportation Planning – North  
Department of Transportation – District 6  
1352 West Olive Avenue  
Fresno, CA 93778-2616

**SENT VIA EMAIL**

Subject: Response to Comments – Three Rivers Hampton Inn & Suites (SCH# 2020110016)

Dear Mr. Deel:

Thank you for providing the California Department of Transportation (Caltrans) letter response (dated March 24, 2021) regarding the Draft Environmental Impact Report (DEIR) for the Three Rivers Hampton Inn & Suites Project, State Clearinghouse #2020110016.

The County of Tulare (County) acknowledges and recognizes Caltrans' authority and expertise regarding transportation issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

**Comment Subject 1:** *The Draft EIR contains a Traffic Impact Study (TIS) in Appendix E to determine if the Project would pose any significant impacts to the transportation system, particularly to safety and operations.*

**Response:** The County agrees with this comment.

**Comment Subject 2:** *Caltrans concurs with the conclusion of the TIS and no further analysis is required.*

**Response:** The County appreciates Caltrans' concurrence regarding the conclusion of the TIS and that no further analysis is required.

**Comment Subject 3:** *Alternative transportation policies should be applied to the Project. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal*

*transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City.*

**Response:** The Project is not located in an urbanized area (i.e., a city), as such, the project and its surrounding areas do not have the population or usage to support multi-modal facilities. As indicated in the TIS, traffic generation associated with the Project will not contribute to a decrease in level of service. Also, the Project would not result in an increase of VMT; it would actually decrease VMT as it would provide an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations (which averages nearly 30 miles travel distance from the Project's location).

**Comment Subject 3a:** *The assessment should include the following: Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.*

**Response:** The County encourages the use internal pedestrian walkways and transit facilities; however, it can not compel a developer to install/construct such facilities on private property. Also, as the nearest retail opportunities are approximately 1,200' north of the Project site, pedestrians could use the shoulders along SR 198 to walk to the nearest retailers. As indicated in the TIS, "The Project does not conflict with any applicable adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Tulare County Area Transit (TCaT) Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. Implementation of the Project will not hinder the operation of Route 30 in the Three Rivers Community.

Route 30 (Northeast County Route) operates between the Three Rivers Memorial Building and the Visalia Transit Center in downtown Visalia. Route 30 provides 4 roundtrips to the Visalia Transit Center on weekdays and 1 roundtrip on the weekend, all at 4-hour intervals. Implementation of the Project will not hinder the operation of Route 30 in the Three Rivers Community.

Caltrans' SR 198 TCR indicated that bicycles are permitted along the SR 198 corridor in the Three Rivers Community. The proposed Project will not prohibit the use of bicycles along SR 198. The SR 198 TCR also indicates that pedestrian facilities are nonexistent in the Three Rivers community. The Project will comply with Tulare County General Plan goals, which include Bicycle/Pedestrian Trail System (TC-5.1) and Consideration of Non-Motorized Modes in Planning and Development (TC-5.2)"<sup>1</sup>

---

<sup>1</sup> Three Rivers Hampton Inn & Suites Traffic Impact Study. Pages 24-25. Prepared by VRPA Technologies and included in Appendix "E" of the Draft EIR.

**Comment Subject 3b:** *The Project might also consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.*

**Response:** See Response 3.a. Also, as concluded in the TIS, “Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, no mitigation is needed.”<sup>2</sup>

**Comment Subject 3c:** *If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.*

**Response:** The nearest transit stop is the Three Rivers Memorial Building (approximately 4.5 miles north of the Project’s location). However, it is not feasible to locate a new transit stop due to the narrowness of shoulder areas along SR 198 that could accommodate a transit stop. Also, the County cannot compel a private property owner to accommodate a transit stop. The nature of the Project itself is not conducive to generating additional transit demand as it is intended to accommodate visitors/tourists that use vehicles to arrive at their location and would likely continue to use such vehicles to travel within the vicinity of the Project. As Caltrans did not define “high activity center”, the nearest “high activity center” appears to be Sequoia National Park.

Lastly, as indicted in the TIS (at page 25), “...the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.”

**Comment Subject 4:** *Caltrans recommends the project provide charging stations for electric vehicles as part of the statewide efforts to reduce greenhouse gas emissions.*

**Response:** The Project will include two (2) EV charging stations. Also, as noted in the Draft EIR and TIS, the Project will reduce GHG emissions from vehicles by providing an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations which averages nearly 30 miles travel distance from the Project’s location.

**Comment Subject 5:** *Caltrans recommends the Project implement “smart growth” principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.*

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<sup>2</sup> Ibid. 25.

**Response:** As noted earlier, the nature of the Project is a hotel to accommodate visitors/tourists that likely travelled via private vehicles to arrive at the Project location. As such, the Project will include adequate parking for guests and employees; there are no permanent residents associated with the Project.

**Comment Subject 6:** *Active Transportation Plans (ATP) and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.*

**Response:** As the Project is not located within an urbanized area, and the nature of the Project is a hotel to accommodate visitors/tourists, it will not result in sufficient trips to warrant a multimodal transportation network. Also, as noted in the Draft EIR, and TIS, the Project will reduce GHG emissions from vehicles by providing an opportunity for visitors/tourists to patronize the Project rather than rely on alternative lodging accommodations which averages nearly 30 miles travel distance from the Project's location.

The project will be heard before the Tulare County Board of Supervisors on June 29, 2021 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available beginning June 18, 2021 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>

In closing, we sincerely appreciate Caltrans' comments which will be useful toward ensuring that the proposed Project complies with Caltrans' requirements/standards and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,



Hector Guerra, Chief  
Environmental Planning Division

*Attachment: Caltrans comment letter dated March 24, 2021*

Cc: File

**DEPARTMENT OF TRANSPORTATION  
DISTRICT 6 OFFICE**

1352 WEST OLIVE AVENUE  
P.O. BOX 12616  
FRESNO, CA 93778-2616  
PHONE (559) 488-7396  
FAX (559) 488-4088  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life*

March 24, 2021

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DEIR & TIS  
HAMPTON INN & SUITES  
THREE RIVERS, CA  
SCH# 2020110016  
GTS #: [30721](#)

**SENT VIA EMAIL**

Mr. Hector Guerra, Chief Environmental Planner  
Tulare County Resource Management Agency  
Economic Development and Planning Branch  
5961 South Mooney Boulevard  
Visalia, CA 93277-9394

Dear Mr. Guerra:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) and Traffic Impact Study (TIS) proposing the Hampton Inn and Suites (Project). The Project is located within the Three Rivers Urban Development Boundary with a land use designation of Community Commercial. The Project site is located on the southeast side of State Route (SR) 198 (Sierra Drive) approximately 1,100 feet north of the Old Three Rivers Road/SR 198 intersection and directly south of the Comfort Inn and Suites within community of Three Rivers, California.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

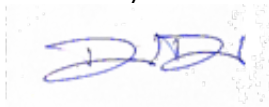
1. The Draft EIR contains a Traffic Impact Study (TIS) in Appendix E to determine if the Project would pose any significant impacts to the transportation system, particularly to safety and operations.
2. Caltrans concurs with the conclusion of the TIS and no further analysis is required.
3. Alternative transportation policies should be applied to the Project. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate

traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:

- a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
  - b. The Project might also consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.
  - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.
4. Caltrans recommends the project provide charging stations for electric vehicles as part of the statewide efforts to reduce greenhouse gas emissions.
  5. Caltrans recommends the Project implement "smart growth" principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.
  6. Active Transportation Plans (ATP) and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,



DAVID DEEL  
Associate Transportation Planner  
Transportation Planning – South

## Attachment 3

Comments Received from the  
Tulare County Fire Department, March 31, 2021  
and  
County Response to Comments



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD  
VISALIA, CA 93277.  
PHONE (559) 624-7000  
FAX (559) 730-2653

Aaron R. Bock	Economic Development and Planning
Reed Schenke	Public Works
Sherman Dix	Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

June 18, 2021

Gilbert Portillo, Fire Inspector – Plans Examiner  
Tulare County Fire Department  
835 S. Akers St.  
Visalia, CA 93277

**SENT VIA EMAIL**

Subject: Response to Comments – Three Rivers Hampton Inn & Suites (SCH# 2020110016)

Dear Mr. Portillo:

Thank you for providing the Tulare County Fire Department (TC Fire) letter response (dated March 31, 2021) regarding the Draft Environmental Impact Report (DEIR) for the Three Rivers Hampton Inn & Suites Project, State Clearinghouse #2020110016.

The County of Tulare (County) acknowledges and recognizes TC Fire's authority and expertise regarding fire hazard issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

**Comment:** *Tulare County Fire Department has conducted a plan review of plans for The Hampton Inn and Suites, Three Rivers, the following is a check list of requirements. All requirements are based on applicable laws, codes (Title 24) and standards.*

*Please advise if you would like to schedule a meeting to discuss one or more of the line items below.*

*Hotels/Motels New Construction*

- *Meet 2019 California Fire and Building Codes*
- *Meet appendix B of the 2019 California Fire Code (CFC) for fire flow.*
- *Meet 2019 Chapter 7A of current California Building Code (CBC) in the SRA lands.*
- *100' vegetation clearance around all structures and 10' of vegetation clearance on each side of the access driveway.*

- *A set of fire suppression plans including, but not limited to: water tank, fire pump, fire sprinklers, fire hydrants and fire alarms meeting Current CFC, NFPA 72, NFPA 25C, NFPA 13R, NFPA 170 by a California licensed Fire Protection Engineer.*
- *Blue reflective marker adjacent to Fire hydrant or Fire Department Connections. (NFPA 1142, sec. 8.4.7)*
- *Onsite manager or caretaker*
- *Fire Department access and fire lanes*
- *Address posted visible from the street*
- *Fire Extinguishers*
- *Meet current chapter 10 CFC Exits and exiting*
- *Knox box*
- *Fire final*

**Response:** Thank you for your comments and for specifying that all requirements are based on applicable laws, codes (Title 24) and standards.

The project will be heard before the Tulare County Board of Supervisors on June 29, 2021, for consideration of certifying the Final EIR and approving the project. The Final EIR will be available beginning June 18, 2021, at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>

In closing, we sincerely appreciate TC Fire's comments which will be useful toward ensuring that the proposed Project complies with TC Fire requirements/standards and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,



Hector Guerra, Chief  
Environmental Planning Division

*Attachment: Tulare County Fire Department comment letter dated March 31, 2021*

Cc: File



# TULARE COUNTY FIRE DEPARTMENT

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

**Charlie Norman**  
FIRE CHIEF

March 31, 2021

Attn; Jessica Willis,

Tulare County Fire Department has conducted a plan review of plans for The Hampton Inn and Suites, Three Rivers, the following is a check list of requirements. All requirements are based on applicable laws, codes (Title 24) and standards. The bullet items below are a few of these laws, codes or standards that should be referenced.

Please advise if you would like to schedule a meeting to discuss one or more of the line items below.

### **Hotels/Motels New Construction**

- Meet 2019 California Fire and Building Codes
- Meet appendix B of the 2019 California Fire Code (CFC) for fire flow.
- Meet 2019 Chapter 7A of current California Building Code (CBC) in the SRA lands.
- 100' vegetation clearance around all structures and 10' of vegetation clearance on each side of the access driveway.
- A set of fire suppression plans including, but not limited to: water tank, fire pump, fire sprinklers, fire hydrants and fire alarms meeting Current CFC, NFPA 72, NFPA 25C, NFPA 13R, NFPA 170 by a California licensed Fire Protection Engineer.
- Blue reflective marker adjacent to Fire hydrant or Fire Department Connections. (NFPA 1142, sec. 8.4.7)
- Onsite manager or caretaker
- Fire Department access and fire lanes
- Address posted visible from the street
- Fire Extinguishers
- Meet current chapter 10 CFC Exits and exiting
- Knox box
- Fire final

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

Respectfully,

*Gilbert R. Portillo*

Gilbert R. Portillo  
Fire Inspector – Plans Examiner  
Tulare County Fire Department  
(559)624-7003

## Attachment 4

Comments Received from the  
Tulare County Health & Human Services Agency,  
April 6, 2021  
and  
County Response to Comments



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD  
VISALIA, CA 93277.  
PHONE (559) 624-7000  
FAX (559) 730-2653

Aaron R. Bock      Economic Development and Planning  
Reed Schenke      Public Works  
Sherman Dix      Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

June 18, 2021

Ted Martin, Environmental Health Specialist  
Tulare County Health & Human Services Agency  
5957 S. Mooney Blvd.  
Visalia, CA 93277

**SENT VIA EMAIL**

Subject: Response to Comments – Three Rivers Hampton Inn & Suites (SCH# 2020110016)

Dear Mr. Martin:

Thank you for providing the Tulare County Environmental Services Division (TCEHSD) letter response (dated April 6, 2021) regarding the Draft Environmental Impact Report (DEIR) for the Three Rivers Hampton Inn & Suites Project, State Clearinghouse #2020110016.

The County of Tulare (County) acknowledges and recognizes TCEHSD authority and expertise regarding environmental health related issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

**Comment Subject 1:** *New septic system installations will require submission of a site evaluation report. The report shall be submitted to the Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS).*

**Response:** Comment noted. The Applicant is aware and will pursue securing applicable report(s) as required by TCEHSD.

**Comment Subject 2:** *On-site septic systems that: a) have proposed waste-flows in excess of 3,500 gallons per day, and/or b) require pre-treatment to achieve a certain wastewater performance standard, may require review and/or permitting by the Regional Water Quality Control Board.*

**Response:** Comment noted. Applicant is aware and will pursue securing applicable permit(s) as required by the Regional Water Quality Control Board.

**Comment Subject 3:** *Domestic water will be provided by an on-site well. If well water will be used for human consumption, by 25 or more people, for at least 60 days out of the year, then the water system will be regulated by the Regional Water Quality Control Board – Division of Drinking Water.*

**Response:** Comment noted. Applicant is aware and will pursue securing applicable permit(s) as required by the Regional Water Quality Control Board – Division of Drinking Water.

**Comment Subject 4:** *If the hotel will feature preparation, storage, packaging and/or serving food at the retail level, then the operation may be subject to requirements found in the California Retail Food Code. Under these requirements, plans shall be submitted to the TCEHSD, for review.*

**Response:** Comment noted. The Applicant is aware and will be required to comply with TCEHSD requirements for preparation, storage, packaging and/or serving food at the retail level that may be subject to requirements found in the California Retail Food Code(s) as required by TCEHSD.

**Comment Subject 5:** *If a recreational pool will be part of the development plans, the site may be subject to regulations for pool construction and operation (Health & Safety Code Sections 115920-116068). Under these requirements, plans shall be submitted to the TCEHSD, for review.*

**Response:** The Project will include a recreational swimming pool; as such, the applicant will be required to construct and operate the pool per Health & Safety Code Sections 115920-116068 and also submit plans to the TCEHSD for review.

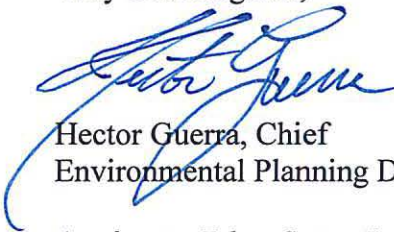
The project will be heard before the Tulare County Board of Supervisors on June 29, 2021 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available beginning June 18, 2021 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>

In closing, we sincerely appreciate TCEHSD's comments which will be useful toward ensuring that the proposed Project complies with TCEHSD requirements/standards and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,



Hector Guerra, Chief  
Environmental Planning Division

Attachment: Tulare County Environmental Health Services Division comment letter dated April 6, 2021

Cc: File



**TULARE COUNTY  
HEALTH & HUMAN SERVICES AGENCY**

Timothy W. Lutz, MBA  
Agency Director

Nilsa Gonzalez • Public Health Branch Deputy Director • Environmental Health Director

April 6, 2021

HECTOR GUERRA  
RESOURCE MANAGEMENT AGENCY  
5961 SOUTH MOONEY BLVD  
VISALIA CA 93277

**RE: DRAFT-EIR: HAMPTON INN & SUITES – THREE RIVERS**

Dear Mr. Guerra:

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

1. New septic system installations will require submission of a site evaluation report. The report shall be submitted to the Tulare County Environmental Health Services Division (TCEHSD) for review, before approval can be granted for any building permits. This evaluation must be done by a Qualified Professional. Qualified Professionals must possess the appropriate State licensure (PE, PG, CHG, REHS or CPSS).
2. On-site septic systems that: a) have proposed waste-flows in excess of 3,500 gallons per day, and/or b) require pre-treatment to achieve a certain wastewater performance standard, may require review and/or permitting by the Regional Water Quality Control Board.
3. Domestic water will be provided by an on-site well. If well water will be used for human consumption, by 25 or more people, for at least 60 days out of the year, then the water system will be regulated by the Regional Water Quality Control Board – Division of Drinking Water.
4. If the hotel will feature preparation, storage, packaging and/or serving food at the retail level, then the operation may be subject to requirements found in the California Retail Food Code. Under these requirements, plans shall be submitted to the TCEHSD, for review.
5. If a recreational pool will be part of the development plans, the site may be subject to regulations for pool construction and operation (Health & Safety Code Sections 115920-116068). Under these requirements, plans shall be submitted to the TCEHSD, for review.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ted Martin", is written over a light blue circular stamp.

Ted Martin  
Environmental Health Specialist  
Environmental Health Services Division

## Attachment 5

Comments Received from the  
Three Rivers Community Service District, April 21, 2021  
and  
County Response to Comments



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD  
VISALIA, CA 93277.  
PHONE (559) 624-7000  
FAX (559) 730-2653

Aaron R. Bock      Economic Development and Planning  
Reed Schenke      Public Works  
Sherman Dix      Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

June 18, 2021

Cindy Howell, Manager  
Three Rivers Community Service District  
P.O. Box 423  
Three Rivers, CA 93271

**SENT VIA EMAIL**

Subject: Response to Comments – Three Rivers Hampton Inn & Suites (SCH# 2020110016)

Dear Ms. Howell:

Thank you for providing the Three Rivers Community Service District (TRCSD or CSD) letter response (dated April 21, 2021) regarding the Draft Environmental Impact Report (DEIR) for the Three Rivers Hampton Inn & Suites Project, State Clearinghouse #2020110016.

The County of Tulare (County) acknowledges and recognizes TRCDS's authority and expertise regarding water related issues relative to the proposed project. Based on your comment letter and other comment letters received from other agencies, the County has responded to the comments and in some cases made revisions to the project environmental documents. The following is the County of Tulare Resource Management Agency (RMA) response to your letter (attached for your ease of reference). The Final EIR (see below for website link) also includes RMA's response to your comments (below) as well as the revisions to the project environmental documents.

**Comment Subject 1:** *Water Quality is most important.*

**Response:** The Project will be required to comply with Tulare Environmental Health Services Division and State Regional Water Quality Control Board (RWQCB) requirements.

**Comment Subject 2:** *We [TRCSD] would like to be assured that there won't be a negative impact on the existing wells nearby.*

**Response:** As indicated in the Draft EIR (pages 3.10-19 and -20), the "Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum" (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre feet of annual average groundwater recharge in the watershed. The proposed Project applicant's engineer (Ald General Engineering) estimates that it will use approximately 15.37

acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>44</sup>). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge in the watershed. As such, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

**Comment Subject 3:** *We [TRCSD] would like to be included in the water quality, testing, surveys and research involved in the area of water/wells.*

**Response:** Non-proprietary information can be requested through the Public Records Request process by contacting TCEHS Division and/or the RWQCB.

**Comment Subject 4:** *We [TRCSD] have received specific concerns from a neighboring property owner regarding water quality and potiel [potential] impacts from this project.*

**Response:** Without knowledge of what those concerns are, we can only reply in a general statement that the Draft EIR, supported by technical studies prepared by qualified experts, have concluded that impacts to water supply and quality will not result in a significant impact.

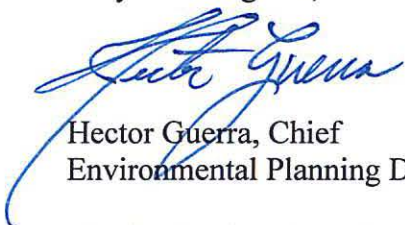
The project will be heard before the Tulare County Board of Supervisors on June 29, 2021, for consideration of certifying the Final EIR and approving the project. The Final EIR will be available beginning June 18, 2021, at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>

In closing, we sincerely appreciate TRCSD's comments which will be useful toward ensuring that the proposed Project complies with TRCSD requirements/standards and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,



Hector Guerra, Chief  
Environmental Planning Division

Attachment: Three Rivers Community Service District comment letter dated April 21, 2021

Cc: File

**From:** [Hector Guerra](#)  
**To:** [Jessica R Willis](#)  
**Subject:** FW: Hampton Inn & Suites  
**Date:** Thursday, April 22, 2021 4:21:22 PM

---

Please add to comments received file.

---

**From:** Hector Guerra  
**Sent:** Wednesday, April 21, 2021 10:19 AM  
**To:** Three Rivers Community Service District <[info3riverscsd@gmail.com](mailto:info3riverscsd@gmail.com)>  
**Subject:** RE: Hampton Inn & Suites

Good Morning Cindy and thank you very much for your comments.

Your comments will be entered into the record and responded to accordingly in the Final EIR.

Best Regards,

Hector

---

**From:** Three Rivers Community Service District <[info3riverscsd@gmail.com](mailto:info3riverscsd@gmail.com)>  
**Sent:** Wednesday, April 21, 2021 10:16 AM  
**To:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
**Subject:** Hampton Inn & Suites

Good Morning Hector,

Three Rivers Community Services District would like to comment on the Hotel Development.

Please submit for public comment concerns that CSD has for the hotel.

1. Water Quality is most important.
2. We would like to be assured that there won't be a negative impact on the existing wells nearby.
3. We would like to be included in the water quality, testing, surveys and research involved in the area of water/wells.
4. We have received specific concerns from a neighboring property owner regarding water quality and potiel impacts from this project.

Thank you for your assistance in this matter.

Thank you,  
Cindy Howell, manager

Three Rivers Community Services District  
(559) 561-3480

## Attachment 6

Comments Received from the  
San Joaquin Valley Air Pollution Control District,  
May 14, 2021  
and  
County Response to Comments



# RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD  
VISALIA, CA 93277.  
PHONE (559) 624-7000  
FAX (559) 730-2653

Aaron R. Bock	Economic Development and Planning
Reed Schenke	Public Works
Sherman Dix	Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

June 18, 2021

Brian Clements, Director of Permit Services  
San Joaquin Valley Unified Air Pollution Control District  
1990 E. Gettysburg Ave.  
Fresno, CA 93726-0244

**SENT VIA EMAIL**

Subject: Response to Comments – Three Rivers Hampton Inn & Suites (SCH# 2020110016)

Dear Mr. Clements:

Thank you for providing the San Joaquin Valley Air Pollution Control District (Air District) letter response (dated May 14, 2021) regarding the Draft Environmental Impact Report (DEIR) for the Three Rivers Hampton Inn & Suites, SCH# 2020110016.

The County of Tulare acknowledges and recognizes the Air District's authority and expertise regarding air quality issues relative to the proposed project. The Applicant has been notified of various Air District regulations and is aware that the Air District will make the final determination on applicable District permits/approval and the manner in which the Air District will receive them.

**Comment:** *The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the County of Tulare. The project consists of a 3-story hotel and associated site improvements (Project). The hotel will consist of 105 guest rooms and outdoor swimming pool/cabana building. The Project is located on an approximately 2.80-acre site at 40758 Sierra Drive located along the eastern side of State Route 198 in Three Rivers, CA.*

*Upon review of the referral documents, the District has no comments at this time. If you have any questions or require further information, please contact Eric McLaughlin by email at [eric.mclaughlin@valleyair.org](mailto:eric.mclaughlin@valleyair.org) or by phone at (559) 230-5808.*

**Response:** The Air District has correctly identified and summarized the proposed Project. The Air Quality & Greenhouse Gas Analysis prepared by qualified, expert consultants ECORP Consulting Inc., is included in Appendix "A" of the Draft EIR. Also, the applicant is aware that the Air District will make the final determination on applicable District permits and the manner in which the Air District will receive them.


The project will be heard before the Tulare County Board of Supervisors on June 29, 2021 for consideration of certifying the Final EIR and approving the project. The Final EIR will be available beginning June 18, 2021 at the following website:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>

In closing, we sincerely appreciate the Air District's comments which will be useful toward ensuring that the proposed Project complies with Air District requirements/standards and with the California Environmental Quality Act.

If you have any questions regarding the above, please contact me at (559) 624-7121.

Very Best Regards,



Hector Guerra, Chief  
Environmental Planning Division

*Attachment: Air District comment letter dated May 14, 2021*

*Cc: Eric McLaughlin, Air Quality Specialist  
File*

May 14, 2021

Hector Guerra  
Tulare County Resource Management Agency  
5961 South Mooney Blvd.  
Visalia, CA 93277

**Project: Notice of Availability of Draft Environmental Impact Report – Three Rivers  
Hampton Inn & Suites**

**District CEQA Reference No: 20210234**

Dear Mr. Guerra:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the County of Tulare. The project consists of a 3-story hotel and associated site improvements (Project). The hotel will consist of 105 guest rooms and outdoor swimming pool/cabana building. The Project is located on an approximately 2.80-acre site at 40758 Sierra Drive located along the eastern side of State Route 198 in Three Rivers, CA.

Upon review of the referral documents, the District has no comments at this time. If you have any questions or require further information, please contact Eric McLaughlin by e-mail at [eric.mclaughlin@valleyair.org](mailto:eric.mclaughlin@valleyair.org) or by phone at (559) 230-5808.

Sincerely,

Brian Clements  
Director of Permit Services



For John Stagnaro  
Program Manager

BC:em

**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) 230-8000 FAX: (559) 230-6061

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

## Attachment 7

### Comments Received from Steve Rothenberg

From: Michael G Washam  
To: Larry Micari  
Cc: Michael G Washam  
Subject: FW: Map of Hampton Inn and our water source 1000' downslope  
Date: Friday, April 9, 2021 1:03:38 PM

Please include comments below in the record.

From: Larry Micari <lmicari@tularecounty.ca.gov>  
Sent: Friday, April 9, 2021 12:34 PM  
To: Michael G Washam <mwasham@tularecounty.ca.gov>  
Subject: FW: Map of Hampton Inn and our water source 1000' downslope

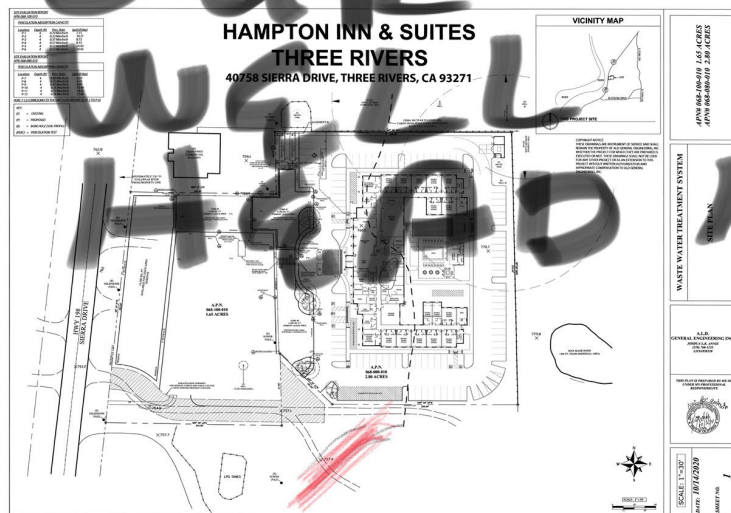
More comments

Larry Micari  
Tulare County Board of Supervisors  
District 1  
2800 West Burrell  
Visalia, CA 93291  
(559)636-5000  
Strength through service...

From: Steve Rothenberg <steve@stecglobal.net>  
Sent: Friday, April 9, 2021 12:14 PM  
To: Larry Micari <lmicari@tularecounty.ca.gov>  
Subject: Map of Hampton Inn and our water source 1000' downslope

Draft Environmental Impact Report  
Three Rivers Hampton Inn & Suites  
SCH# 2020110016

Figure 2-4  
Overall Site Plan



Chapter 2: Project Description and Objectives  
March 2021  
2-9

Draft Environmental Impact Report

Sent from my iPad

From: Michael G Washam  
To: Larry Micari  
Cc: Michael G Washam  
Subject: RE: Sandy soils tend to leach minerals to groundwater  
Date: Friday, April 9, 2021 1:00:38 PM

Please place comments below into record.

From: Larry Micari <LMicari@tularecounty.ca.gov>  
Sent: Friday, April 9, 2021 12:33 PM  
To: Michael G Washam <mwasham@tularecounty.ca.gov>  
Subject: FW: Sandy soils tend to leach minerals to groundwater

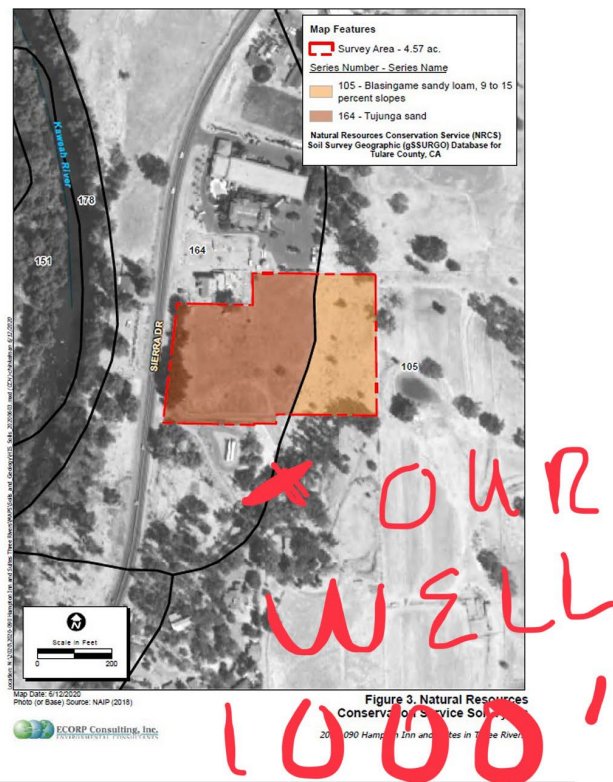
FYI, comments regarding Hampton Inn project

Larry Micari  
Tulare County Board of Supervisors  
District 1  
2800 West Burrell  
Visalia, CA 93291  
(559) 336-5000  
Strength through service...

From: Steve Rothenberg <steve@stecglobal.net>  
Sent: Friday, April 9, 2021 12:15 PM  
To: Larry Micari <LMicari@tularecounty.ca.gov>  
Subject: Sandy soils tend to leach minerals to groundwater

SCH# 2020110016

Figure 3.7-1 Three Rivers Soils Map



**From:** [Hector Guerra](#)  
**To:** [Jessica R Willis](#)  
**Subject:** FW: We have documentation for Hampton Inn EIR  
**Date:** Thursday, April 22, 2021 4:23:35 PM

---

Please add to the comments received file.

-----Original Message-----

From: Steve Rothenberg <rstevevi@sbcglobal.net>  
Sent: Friday, April 9, 2021 12:18 AM  
To: Hector Guerra <HGuerra@tularecounty.ca.gov>  
Cc: countryproperties@sbcglobal.net  
Subject: We have documentation for Hampton Inn EIR

Hector:

Working on Island time, I have located our water test and see the issues more clearly on the proposed Hampton Inn water infiltration system DIRECTLY upstream from our wellhead.

I can diagram approximately the location in reference to the projected "drip field" and took a measurement at the time of water samples, looking like at 1000' to our well.

This is the Only source of water for three residences on two adjacent parcels.

We welcome mitigation or getting either developer or country to provide deeded access to potable water.

How would I best present these documents to assure that we do not get overlooked in the process?

The hydrologist seems to be unaware of the proximity of well and the nature of off site movements of soluble pollutants in system design and location!?

Steve Rothenberg E&S Investments, LLC

559-561-4508, we are on Hawaii Standard Time it's 3 hours earlier here.

PS our nitrate levels already exceed safe standards and using RO we are able to get it usable, if we get more soluble salts from Hampton Inn water pollution we may lose our sole source of water.

Sent from my iPad



Invoice # 048739A

Remit To:  
FGL Environmental  
853 Corporation St  
Santa Paula, CA 93060

## INVOICE



Country Properties  
Attn: Ete Rothenberg  
P.O. Box 190  
Three Rivers, CA 93271

Account # 4019793	
Date Billed 12/09/2020	Amount Due \$175.00
Date Due 01/08/2021	Amount Paid

To ensure that your account is properly credited, please return top portion with payment

Keep bottom portion for your records.

## INVOICE



Customer Country Properties	Account # 4019793	Date Sampled 11/05/2020	Lab Number VI 2048739
Project 40675 Old Three Rivers Rd	Invoice # 048739A	Date Billed 12/09/2020	Amount Due \$175.00
PO# / Check Number	Date Paid	Date Due 01/08/2021	Amount Paid

Description of Work	Quantity	Rate	Extended
<b>Inorganic Analysis</b>			
General Mineral	1	175.00	175.00
<b>Total</b>			<b>\$175.00</b>

(MAD-L4) **For Questions about this Invoice - contact Milli Delgadillo at 805-392-2014**

December 1, 2020

**Country Properties**  
 Attn: Ete Rothenberg  
 P.O. Box 190  
 Three Rivers, CA 93271

Lab ID : VI 2048739  
 Customer : 4-19793

### Laboratory Report

**Introduction:** This report package contains total of 8 pages divided into 4 sections:

Case Narrative	(2 pages) : An overview of the work performed at FGL.
Sample Results	(1 page) : Results for each sample submitted.
Interpretation	(1 page) : Drinking Water Interpretation for each sample submitted.
Quality Control	(4 pages) : Supporting Quality Control (QC) results.

### Case Narrative

This Case Narrative pertains to the following samples:

Sample Description	Date Sampled	Date Received	FGL Lab ID #	Matrix
Well	11/05/2020	11/05/2020	VI 2048739-001	DW

**Sampling and Receipt Information:** The sample was performed by FGL using the following methods (where applicable):

Bacteriological Sampling	- SOP:200900141
Grab sampling for liquids	- SOP:200900137
Composite sampling for liquids	- SOP:200900139
Grab sampling for solids	- SOP:200900142
Composite sampling for solids	- SOP:200900143

All samples were received, prepared and analyzed within the method specified holding times. All samples arrived on ice. All samples were checked for pH if acid or base preservation is required (except for VOAs). For details of sample receipt information, please see the attached Chain of Custody and Condition Upon Receipt Form.

**Quality Control:** All samples were prepared and analyzed according to the following tables:

### Inorganic - Metals QC

200.7	11/09/2020:218067 All analysis quality controls are within established criteria.
	11/09/2020:213192 All preparation quality controls are within established criteria (performed at FGL-SP ELAP# 1573), except: The following note applies to Potassium: 435 Sample matrix may be affecting this analyte. Data was accepted based on the LCS or CCV recovery.

December 1, 2020  
**Country Properties**

Lab ID : VI 2048739  
Customer : 4-19793

**Inorganic - Wet Chemistry QC**

2320B	11/09/2020:218101 All analysis quality controls are within established criteria.
	11/09/2020:213218 All preparation quality controls are within established criteria (performed at FGL-SP ELAP# 1573).
2510B	11/11/2020:218141 All analysis quality controls are within established criteria.
	11/11/2020:213328 All preparation quality controls are within established criteria (performed at FGL-SP ELAP# 1573).
2540CE	11/10/2020:213267 All preparation quality controls are within established criteria (performed at FGL-SP ELAP# 1573).
300.0	11/06/2020:217998 All analysis quality controls are within established criteria.
	11/06/2020:213208 All preparation quality controls are within established criteria (performed at FGL-SP ELAP# 1573).
5540C	11/06/2020:218086 All analysis quality controls are within established criteria.
	11/06/2020:213273 All preparation quality controls are within established criteria (performed at FGL-SP ELAP# 1573).

**Certification::** I certify that this data package is in compliance with ELAP standards, both technically and for completeness, except for any conditions listed above. Release of the data contained in this data package is authorized by the Laboratory Director or his designee, as verified by the following electronic signature.

KD:DMB

Approved By **Kelly A. Dunnahoo, B.S.**



Digitally signed by Kelly A. Dunnahoo, B.S.  
Title: Laboratory Director  
Date: 2020-12-02

December 1, 2020

Lab ID : VI 2048739-001

Customer ID : 4-19793

**Country Properties**

Attn: Ete Rothenberg

P.O. Box 190

Three Rivers, CA 93271

**Sampled On : November 5, 2020-12:45**

Sampled By : Steve Purtle

Received On : November 5, 2020-15:15

Matrix : Drinking Water

**Description : Well**

**Project : 40675 Old Three Rivers Rd**

**Sample Result - Inorganic**

Constituent	Result	PQL	Units	MCL/AL	Sample Preparation		Sample Analysis	
					Method	Date/ID	Method	Date/ID
General Mineral								
Total Hardness as CaCO3	318	2.5	mg/L	1000 <sup>2</sup> 300 <sup>2</sup> 50 <sup>2</sup>	200.7	11/09/20:213192	200.7	11/09/20:218067
Calcium	106	1	mg/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Magnesium	13	1	mg/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Potassium	2	1	mg/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Sodium	28	1	mg/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Total Cations	7.6	---	meq/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Boron	0.1	0.1	mg/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Copper	ND	10	ug/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Iron	ND	30	ug/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Manganese	ND	10	ug/L		200.7	11/09/20:213192	200.7	11/09/20:218067
Zinc	ND	20	ug/L	200.7	11/09/20:213192	200.7	11/09/20:218067	
SAR	0.7	0.1	--	200.7	11/09/20:213192	200.7	11/09/20:218067	
Total Alkalinity (as CaCO3)	180	10	mg/L	500 <sup>2</sup> 500 <sup>2</sup> 45 1 10 2	2320B	11/09/20:213218	2320B	11/09/20:218101
Hydroxide as OH	ND	10	mg/L		2320B	11/09/20:213218	2320B	11/09/20:218101
Carbonate as CO3	ND	10	mg/L		2320B	11/09/20:213218	2320B	11/09/20:218101
Bicarbonate as HCO3	220	10	mg/L		2320B	11/09/20:213218	2320B	11/09/20:218101
Sulfate	50.3	0.5	mg/L		300.0	11/06/20:213208	300.0	11/06/20:217998
Chloride	67	1	mg/L		300.0	11/06/20:213208	300.0	11/06/20:217998
Nitrate as NO3	84.5	0.4	mg/L		300.0	11/06/20:213208	300.0	11/06/20:217998
Nitrite as N	ND	0.2	mg/L		300.0	11/06/20:213208	300.0	11/06/20:217998
Nitrate + Nitrite as N	19.1	0.1	mg/L		300.0	11/06/20:213208	300.0	11/06/20:217998
Fluoride	0.1	0.1	mg/L		300.0	11/06/20:213208	300.0	11/06/20:217998
Total Anions	7.9	---	meq/L	2320B	11/09/20:213218	2320B	11/09/20:218101	
pH (Field)	7.4	--	units	4500-H B	11/05/20:213249	4500HB	11/05/20:218053	
Specific Conductance	851	1	umhos/cm	1600 <sup>2</sup>	2510B	11/11/20:213328	2510B	11/11/20:218141
Total Dissolved Solids	590	20	mg/L	1000 <sup>2</sup>	2540CE	11/10/20:213267	2540C	11/11/20:218155
MBAS Extraction	ND	0.1	mg/L	0.5 <sup>2</sup>	5540C	11/06/20:213273	5540C	11/06/20:218086
Aggressiveness Index	12.1	1	--		4500-H B	11/05/20:213249	4500HB	11/05/20:218053
Langelier Index (20°C)	0.2	1	--		4500-H B	11/05/20:213249	4500HB	11/05/20:218053
Nitrate Nitrogen	19.1	0.1	mg/L	10	300.0	11/06/20:213208	300.0	11/06/20:217998

ND=Non-Detected. PQL=Practical Quantitation Limit. \* PQL adjusted for dilution.

MCL = Maximum Contamination Level. 2 - Secondary Standard. 3 - CDPH Notification Level. AL = Regulatory Action Level.

December 1, 2020  
Country Properties

Lab ID :VI 2048739-001  
Description : Well

### Drinking Water Interpretation

**Summary:** Your water has a failure for one or more items on this sample report. Please see the table below to determine which items failed. Following the table is a brief explanation describing the significance of the failure and whether treatment may be required.

CONSTITUENT	RESULT	UNITS	MCL	MCL	
				LESS OR EQUAL	EXCEED
<b>Inorganic - Primary</b>					
Fluoride	0.1	mg/L	2	Pass	
Nitrate + Nitrite as N	19.1	mg/L	10		Fail
Nitrate as NO3	84.5	mg/L	45		Fail
Nitrate Nitrogen	19.1	mg/L	10		Fail
Nitrite as N	ND	mg/L	1	Pass	
<b>Inorganic - Secondary</b>					
Chloride	67	mg/L	500	Pass	
Copper	ND	ug/L	1000	Pass	
Iron	ND	ug/L	300	Pass	
Manganese	ND	ug/L	50	Pass	
MBAS (foaming agents)	ND	mg/L	0.5	Pass	
Specific Conductance	851	umhos/cm	1600	Pass	
Sulfate	50.3	mg/L	500	Pass	
Total Dissolved Solids	590	mg/L	1000	Pass	
<b>Other</b>					
Copper	ND	ug/L	1300**	Pass	

ND=Non-Detected. \*\* California Title 22, Section 64672.3

## Drinking Water Interpretation

**MCL:** The maximum level at which a constituent may be present and be considered acceptable for potability or aesthetics.

**Primary:** Items listed as primary are regulated because of health concerns. If there is a failure for a primary constituent treatment is normally required.

**Secondary:** Items listed as secondary are regulated because they may adversely affect the taste, odor or appearance of drinking water. They are not directly health related. If there is a failure for a secondary constituent on a small public water system it is best to consult your regulator to determine if treatment is required. A secondary constituent failure for a private water system does not require treatment. However, the owner may wish to treat the water in order to improve the quality.

**Treatment:** If your water requires treatment we suggest that you contact a qualified water treatment company. They are normally listed in the yellow pages under the following topics:

**Water Purification & Filtration Equipment**  
**Water Softening & Conditioning Equipment**  
**Water Treatment Equipment**

## Health Effects Language

<b>Nitrate</b>	Infants below the age of six months who drink water containing nitrate in excess of the MCL may quickly become seriously ill and, if untreated, may die because high nitrate levels can interfere with the capacity of the infant's blood to carry oxygen. Symptoms include shortness of breath and blueness of the skin. High nitrate levels may also affect the oxygen-carrying ability of the blood of Pregnant women.
<b>Nitrate + Nitrite as N</b>	Infants below the age of six months who drink water containing nitrate in excess of the MCL may quickly become seriously ill and, if untreated, may die because high nitrate levels can interfere with the capacity of the infant's blood to carry oxygen. Symptoms include shortness of breath and blueness of the skin. High nitrate levels may also affect the oxygen-carrying ability of the blood of Pregnant women.

December 1, 2020  
Country Properties

Lab ID : VI 2048739  
Customer : 4-19793

### Quality Control - Inorganic

Constituent	Method	Date/ID	Type	Units	Conc.	QC Data	DQO	Note
Metals Boron	200.7	(STK2055713-001)	MS	mg/L	4.000	98.8 %	75-125	
			MSD	mg/L	4.000	104 %	75-125	
			MSRPD	mg/L	4000	5.5 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	5.000	104 %	90-110	
			CCB	ppm		0.002	0.1	
			CCV	ppm	5.000	107 %	90-110	
			CCB	ppm		0.001	0.1	
Calcium	200.7	(STK2055713-001)	MS	mg/L	12.00	7.9 %	<¼	
			MSD	mg/L	12.00	46.1 %	<¼	
			MSRPD	mg/L	4000	2.2 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	25.00	98.4 %	90-110	
			CCB	ppm		-0.03	1	
			CCV	ppm	25.00	101 %	90-110	
			CCB	ppm		0.04	1	
Copper	200.7	(STK2055713-001)	MS	ug/L	800.0	101 %	75-125	
			MSD	ug/L	800.0	106 %	75-125	
			MSRPD	ug/L	4000	5.1 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	1.000	106 %	90-110	
			CCB	ppm		0.0018	0.01	
			CCV	ppm	1.000	108 %	90-110	
			CCB	ppm		0.0010	0.01	
Iron	200.7	(STK2055713-001)	MS	ug/L	4000	99.4 %	75-125	
			MSD	ug/L	4000	104 %	75-125	
			MSRPD	ug/L	4000	4.8 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	5.000	108 %	90-110	
			CCB	ppm		-0.0010	0.03	
			CCV	ppm	5.000	109 %	90-110	
			CCB	ppm		-0.0003	0.03	
Magnesium	200.7	(STK2055713-001)	MS	mg/L	12.00	428 %	<¼	
			MSD	mg/L	12.00	372 %	<¼	
			MSRPD	mg/L	4000	4.1 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	25.00	99.3 %	90-110	
			CCB	ppm		-0.006	1	
			CCV	ppm	25.00	102 %	90-110	
			CCB	ppm		-0.01	1	
Manganese	200.7	(STK2055713-001)	MS	ug/L	800.0	99.6 %	75-125	
			MSD	ug/L	800.0	105 %	75-125	
			MSRPD	ug/L	4000	4.8 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	1.000	107 %	90-110	
			CCB	ppm		0.00007	0.01	
			CCV	ppm	1.000	109 %	90-110	
			CCB	ppm		0.00009	0.01	
Potassium	200.7	(STK2055713-001)	MS	mg/L	12.00	126 %	75-125	435
			MSD	mg/L	12.00	133 %	75-125	435
			MSRPD	mg/L	4000	4.2 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	25.00	99.2 %	90-110	
			CCB	ppm		0.0005	1	
			CCV	ppm	25.00	102 %	90-110	
			CCB	ppm		0.0006	1	
Sodium	200.7	(STK2055713-001)	MS	mg/L	12.00	35.9 %	<¼	
			MSD	mg/L	12.00	63.7 %	<¼	
			MSRPD	mg/L	4000	2.4 %	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	25.00	97.8 %	90-110	
			CCB	ppm		0.04	1	
			CCV	ppm	25.00	101 %	90-110	

December 1, 2020  
Country Properties

Lab ID : VI 2048739  
Customer : 4-19793

### Quality Control - Inorganic

Constituent	Method	Date/ID	Type	Units	Conc.	QC Data	DQO	Note
<b>Metals</b>								
Sodium	200.7	11/09/20:218067AC	CCB	ppm		0.13	1	
Zinc	200.7	(STK2055713-001)	MS	ug/L	800.0	95.6 %	75-125	
			MSD	ug/L	800.0	100 %	75-125	
			MSRPD	ug/L	4000	4.5%	≤20.0	
	200.7	11/09/20:218067AC	CCV	ppm	1.000	105 %	90-110	
			CCB	ppm		0.0008	0.02	
			CCV	ppm	1.000	109 %	90-110	
			CCB	ppm		0.00007	0.02	
<b>Wet Chem</b>								
Alkalinity (as CaCO <sub>3</sub> )	2320B	(VI 2048739-001)	Dup	mg/L		0.2%	10	
	2320B	11/09/20:218101AMM	CCV	mg/L	235.8	96.1 %	90-110	
			CCV	mg/L	235.8	90.5 %	90-110	
Bicarbonate	2320B	(VI 2048739-001)	Dup	mg/L		0.2%	10	
Carbonate	2320B	(VI 2048739-001)	Dup	mg/L		0.0	10	
Hydroxide	2320B	(VI 2048739-001)	Dup	mg/L		0.0	10	
Conductivity	2510B	11/11/20:218141STA	ICB	umhos/cm		0.18	1	
			CCV	umhos/cm	999.0	102 %	95-105	
			CCV	umhos/cm	999.0	103 %	95-105	
E. C.	2510B	11/11/20:213328sta (STK2055713-001)	Blank Dup	umhos/cm umhos/cm		ND 0.08%	<1 5	
Total Dissolved Solids (TFR)	2540CE	11/10/20:213267CTL  (SP 2015387-003) (SP 2015387-003)	Blank	mg/L		ND	<20	
			LCS	mg/L	993.5	96.7 %	90-110	
			Dup	mg/L		1.2%	5	
			Dup	mg/L		1.7%	5	
Chloride	300.0	11/06/20:213208JMR  (CH 2078868-001)	Blank	mg/L		ND	<1	
			LCS	mg/L	25.00	99.9 %	90-110	
			MS	mg/L	50.00	88.8 %	85-121	
			MSD	mg/L	50.00	89.3 %	85-121	
		(CH 2078780-001)	MSRPD	mg/L	10.00	0.3%	≤19	
			MS	mg/L	50.00	97.4 %	85-121	
			MSD	mg/L	50.00	97.5 %	85-121	
			MSRPD	mg/L	10.00	0.03%	≤19	
	300.0	11/06/20:217998JMR	CCB	mg/L		0.10	1	
			CCV	mg/L	25.00	97.7 %	90-110	
			CCB	mg/L		0.1	1	
			CCV	mg/L	25.00	97.6 %	90-110	
Fluoride	300.0	11/06/20:213208JMR  (CH 2078868-001)	Blank	mg/L		ND	<0.1	
			LCS	mg/L	2.500	97.7 %	90-110	
			MS	mg/L	5.000	96.4 %	87-120	
			MSD	mg/L	5.000	96.9 %	87-120	
		(CH 2078780-001)	MSRPD	mg/L	10.00	0.5%	≤16	
			MS	mg/L	5.000	97.4 %	87-120	
			MSD	mg/L	5.000	97.4 %	87-120	
			MSRPD	mg/L	10.00	0.02%	≤16	
	300.0	11/06/20:217998JMR	CCB	mg/L		0.000	0.1	
			CCV	mg/L	2.500	95.6 %	90-110	
			CCB	mg/L		0.000	0.1	
			CCV	mg/L	2.500	95.3 %	90-110	
Nitrate	300.0	11/06/20:213208JMR  (CH 2078868-001)	Blank	mg/L		ND	<0.4	
			LCS	mg/L	20.00	99.7 %	90-110	
			MS	mg/L	40.00	97.2 %	85-119	
			MSD	mg/L	40.00	97.8 %	85-119	
			MSRPD	mg/L	10.00	0.6%	≤19	
			MS	mg/L	40.00	97.0 %	85-119	

December 1, 2020  
Country Properties

Lab ID : VI 2048739  
Customer : 4-19793

### Quality Control - Inorganic

Constituent	Method	Date/ID	Type	Units	Conc.	QC Data	DQO	Note
Wet Chem Nitrate	300.0	(CH 2078780-001)	MSD	mg/L	40.00	97.1 %	85-119	
			MSRPD	mg/L	10.00	0.09%	≤19	
	300.0	11/06/20:217998JMR	CCB	mg/L		0.000	0.5	
			CCV	mg/L	20.00	97.1 %	90-110	
			CCB	mg/L		0.000	0.5	
CCV	mg/L	20.00	96.7 %	90-110				
Nitrate + Nitrite as N	300.0	11/06/20:213208JMR	Blank	mg/L		ND	<0.1	
Nitrate Nitrogen	300.0	11/06/20:213208JMR	Blank	mg/L		ND	<0.1	
Nitrite	300.0	11/06/20:213208JMR  (CH 2078868-001)  (CH 2078780-001)	Blank	mg/L		ND	<0.5	
			LCS	mg/L	15.00	99.3 %	90-110	
			MS	mg/L	30.00	96.5 %	74-126	
			MSD	mg/L	30.00	97.1 %	74-126	
			MSRPD	mg/L	10.00	0.6%	≤20	
			MS	mg/L	30.00	98.0 %	74-126	
			MSD	mg/L	30.00	98.2 %	74-126	
			MSRPD	mg/L	10.00	0.2%	≤20	
	300.0	11/06/20:217998JMR	CCB	mg/L		0.000	0.5	
			CCV	mg/L	15.00	97.9 %	90-110	
			CCB	mg/L		0.000	0.5	
			CCV	mg/L	15.00	97.3 %	90-110	
Nitrite Nitrogen	300.0	11/06/20:213208JMR	Blank	mg/L		ND	<0.2	
Sulfate	300.0	11/06/20:213208JMR  (CH 2078868-001)  (CH 2078780-001)	Blank	mg/L		ND	<0.5	
			LCS	mg/L	50.00	99.9 %	90-110	
			MS	mg/L	100.0	93.9 %	82-124	
			MSD	mg/L	100.0	94.4 %	82-124	
			MSRPD	mg/L	10.00	0.4%	≤23	
			MS	mg/L	100.0	97.2 %	82-124	
			MSD	mg/L	100.0	97.2 %	82-124	
			MSRPD	mg/L	10.00	0.03%	≤23	
	300.0	11/06/20:217998JMR	CCB	mg/L		0.225	0.5	
			CCV	mg/L	50.00	97.8 %	90-110	
			CCB	mg/L		0.218	0.5	
			CCV	mg/L	50.00	97.6 %	90-110	
MBAS	5540C	11/06/20:218086jba	CCB	mg/L		-0.0400	0.25	
			CCV	mg/L	1.000	107 %	90-110	
			CCB	mg/L		-0.0400	0.25	
			CCV	mg/L	1.000	107 %	90-110	
MBAS Extraction	5540C	11/06/20:213273jba	Blank	mg/L		ND	<0.1	
			LCS	mg/L	0.5000	107 %	86-114	
			BS	mg/L	0.5000	100 %	86-114	
			BSD	mg/L	0.5000	105 %	86-114	
			BSRPD	mg/L	0.5000	3.9%	≤5	
Definition								
ICB : Initial Calibration Blank - Analyzed to verify the instrument baseline is within criteria.								
CCV : Continuing Calibration Verification - Analyzed to verify the instrument calibration is within criteria.								
CCB : Continuing Calibration Blank - Analyzed to verify the instrument baseline is within criteria.								
Blank : Method Blank - Prepared to verify that the preparation process is not contributing contamination to the samples.								
LCS : Laboratory Control Standard/Sample - Prepared to verify that the preparation process is not affecting analyte recovery.								
MS : Matrix Spikes - A random sample is spiked with a known amount of analyte. The recoveries are an indication of how that sample matrix affects analyte recovery.								
MSD : Matrix Spike Duplicate of MS/MSD pair - A random sample duplicate is spiked with a known amount of analyte. The recoveries are an indication of how that sample matrix affects analyte recovery.								
BS : Blank Spikes - A blank is spiked with a known amount of analyte. It is prepared to verify that the preparation process is not affecting analyte recovery.								

December 1, 2020  
**Country Properties**

Lab ID : VI 2048739  
Customer : 4-19793

### Quality Control - Inorganic

Definition	
BSD	: Blank Spike Duplicate of BS/BSD pair - A blank duplicate is spiked with a known amount of analyte. It is prepared to verify that the preparation process is not affecting analyte recovery.
Dup	: Duplicate Sample - A random sample with each batch is prepared and analyzed in duplicate. The relative percent difference is an indication of precision for the preparation and analysis.
MSRPD	: MS/MSD Relative Percent Difference (RPD) - The MS relative percent difference is an indication of precision for the preparation and analysis.
BSRPD	: BS/BSD Relative Percent Difference (RPD) - The BS relative percent difference is an indication of precision for the preparation and analysis.
ND	: Non-detect - Result was below the DQO listed for the analyte.
<1/4	: High Sample Background - Spike concentration was less than one forth of the sample concentration.
DQO	: Data Quality Objective - This is the criteria against which the quality control data is compared.
Explanation	
435	: Sample matrix may be affecting this analyte. Data was accepted based on the LCS or CCV recovery.

## REPORT INFORMATION, SECTION II

**(4019077)**

**FGL VI LAB NUMBERS**  
**VI 2048739**

iv 11/03/2020 12:42:40

Shipping Charge: \_\_\_\_\_ Pickup Ch

Pre Log Required: yes \_\_\_\_\_ Frequency: Monthly ☐ Weekly ☐ Quarterly ☐ Other ☐[illegible]

## SECTION VI

Relinquished by: G. S. Date: 11/10/00 Time: 1:30 Relinquished by: G. S. Date: 11/10/00 Time: 1:30

**Office & Laboratory**  
9415 W. Goshen Avenue  
Visalia, CA 93291  
TEL: (559) 734-9473  
FAX: (559) 734-8435

### Inter-Laboratory Condition Upon Receipt (Attach to COC)

Sample Receipt at: STK CC

CH VI

1. Number of ice chests/packages received: 1 Shipping tracking # FS

2. Were samples received in a chilled condition? Temps: 4 / REF /     /     /      
Surface water SWTR bact samples: A sample that has a temperature upon receipt of  $>10^{\circ}\text{C}$ , whether iced or not, should be flagged unless the time since sample collection has been less than two hours.

- |   |                                      |    |                                      |
|---|--------------------------------------|----|--------------------------------------|
| 3. Do the number of bottles received agree with the COC?              | <input checked="" type="radio"/> Yes | No | N/A                                  |
| 4. Were samples received intact? (i.e. no broken bottles, leaks etc.) | <input checked="" type="radio"/> Yes | No |                                      |
| 5. VOAs checked for Headspace?  | Yes                                  | No | <input checked="" type="radio"/> N/A |
| 6. Were sample custody seals intact?                                  | Yes                                  | No | <input checked="" type="radio"/> N/A |
| 7. If required, was sample split for pH analysis?                     | Yes                                  | No | <input checked="" type="radio"/> N/A |
| 8. Were all analyses within holding times at time of receipt?         | <input checked="" type="radio"/> Yes | No |                                      |
| 9. Verify sample date, time and sampler name                          | <input checked="" type="radio"/> Yes | No |                                      |

Sign and date the COC, place in a ziplock and put in the same ice chest as the samples.

Sample Receipt Review completed by (initials): CAS

#### Sample Receipt at SP:

1. Were samples received in a chilled condition? Temps: 4 / 3 /     /     /    

Acceptable is above freezing to  $6^{\circ}\text{C}$ . If many packages are received at one time check for tests/H.T.'s/rushes/

2. Shipping tracking numbers:

551078640167

- |   |                                      |    |                                      |
|---|--------------------------------------|----|--------------------------------------|
| 3. Do the number of bottles received agree with the COC?              | <input checked="" type="radio"/> Yes | No | N/A                                  |
| 4. Were samples received intact? (i.e. no broken bottles, leaks etc.) | <input checked="" type="radio"/> Yes | No |                                      |
| 5. Were sample custody seals intact?                                  | Yes                                  | No | <input checked="" type="radio"/> N/A |

Sign and date the COC, obtain LIMS sample numbers, select methods/tests and print labels.

#### Sample Verification, Labeling and Distribution:

- |   |                                      |    |                                      |
|---|--------------------------------------|----|--------------------------------------|
| 1. Were all requested analyses understood and acceptable?   | <input checked="" type="radio"/> Yes | No |                                      |
| 2. Did bottle labels correspond with the client's ID's?   | <input checked="" type="radio"/> Yes | No |                                      |
| 3. Were all bottles requiring sample preservation properly preserved?<br><small>[Exception: Oil &amp; Grease, VOA and CrVI verified in lab]</small> | <input checked="" type="radio"/> Yes | No | N/A FGL                              |
| 4. VOAs checked for Headspace?  | Yes                                  | No | <input checked="" type="radio"/> N/A |
| 5. Have rush or project due dates been checked and accepted?  | Yes                                  | No | <input checked="" type="radio"/> N/A |
| 6. Were all analyses within holding times at time of receipt?   | <input checked="" type="radio"/> Yes | No |                                      |

Attach labels to the containers and include a copy of the COC for lab delivery.

Sample Receipt, Login and Verification completed by (initials): CAC

#### Discrepancy Documentation:

Any items above which are "No" or do not meet specifications (i.e. temps) must be resolved.

1. Person Contacted: \_\_\_\_\_ Phone Number: \_\_\_\_\_  
Initiated By: \_\_\_\_\_ Date: \_\_\_\_\_  
Problem: \_\_\_\_\_  
Resolution: \_\_\_\_\_

2. Person Contacted: \_\_\_\_\_ Phone Number: \_\_\_\_\_  
Initiated By: \_\_\_\_\_  
Problem: \_\_\_\_\_  
Resolution: \_\_\_\_\_

(Please use the back of this sheet for additional contacts)

(4019793)

Country Properties  
VI 2048739

## Attachment 8

### Comments Received from Ken Greenspan

**From:** [KEN Greenspan](#)  
**To:** [Jessica R Willis](#); [Michael G Washam](#)  
**Cc:** [Aaron R Bock](#); [Hector Guerra](#)  
**Subject:** Re: Draft Environmental Impact Report for Three Rivers Hampton Inn & Suites  
**Date:** Tuesday, March 9, 2021 7:00:19 PM

---

Good Evening Mr. Washam,

Thanks for the speedy reply answering my question regarding the Three Rivers application and the T.O.T.

Thanks Again,

Ken Greenspan

On Tuesday, March 9, 2021, 05:38:21 PM PST, Michael G Washam <[mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)> wrote:

Good evening Mr. Greenspan,

There is no Transient Occupancy Tax rebate agreement associated with this proposed hotel development.

**Michael Washam, ACE**

Associate Director

Tulare County Resource Management Agency

5961 South Mooney Boulevard

Visalia, CA 93277- 9394

Telephone: (559) 624-7128

**Please note my email is now** [mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)

---

**From:** Jessica R Willis <[JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov)>  
**Sent:** Tuesday, March 9, 2021 5:32 PM

**To:** KEN Greenspan <kengreenspan@sbcglobal.net>  
**Cc:** Michael G Washam <mwasham@tularecounty.ca.gov>; Aaron R Bock <ABock@tularecounty.ca.gov>; Hector Guerra <HGuerra@tularecounty.ca.gov>  
**Subject:** RE: Draft Environmental Impact Report for Three Rivers Hampton Inn & Suites

Good evening Mr. Greenspan.

This is conformation that your inquiry has been received. As I do not have an answer to your question, I've copied Michael Washam, Associate Director, and Aaron Bock, Assistant Director, on this email. If you have any further questions regarding CEQA-related question, please contact Hector Guerra, Chief Environmental Planner, or myself.

Regards,

**Jessica Willis**

Planner IV

RMA Environmental Planning

Ph: (559) 624-7122

---

**From:** KEN Greenspan <[kengreenspan@sbcglobal.net](mailto:kengreenspan@sbcglobal.net)>  
**Sent:** Monday, March 8, 2021 8:18 PM  
**To:** Jessica R Willis <[JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov)>  
**Subject:** Re: Draft Environmental Impact Report for Three Rivers Hampton Inn & Suites

Ms. Willis,

I do have one question. The previous motel application was dependent on the owners receiving much of the temporary occupancy tax. How do I find out if this application includes some of the taxes going to the motel's owner?

Thanks,

Ken Greenspan

On Monday, March 8, 2021, 06:57:43 PM PST, Jessica R Willis <[jwillis@tularecounty.ca.gov](mailto:jwillis@tularecounty.ca.gov)> wrote:

My apologies for back-to- back emails. I just realized that there was a typo in the address in my previous email. Note, the RMA mailing address is **5961 S. Mooney Blvd., Visalia, CA 93277-9394**

Regards,

**Jessica Willis**

Planner IV

RMA Environmental Planning

Ph: (559) 624-7122

---

**From:** Jessica R Willis

**Sent:** Monday, March 8, 2021 6:46 PM

**To:** 'cam@sequoiariverlands.org' <[cam@sequoiariverlands.org](mailto:cam@sequoiariverlands.org)>; 'ann@sequoiariverlands.org' <[ann@sequoiariverlands.org](mailto:ann@sequoiariverlands.org)>; 'marilyn@sequoiariverlands.org' (<[marilyn@sequoiariverlands.org](mailto:marilyn@sequoiariverlands.org)>); 'history@3rmuseum.org' <[history@3rmuseum.org](mailto:history@3rmuseum.org)>; 'info@threerivers.com' <[info@threerivers.com](mailto:info@threerivers.com)>; 'tccrg.info@gmail.com' <[tccrg.info@gmail.com](mailto:tccrg.info@gmail.com)>; 'rbalsom@me.com' <[rbalsom@me.com](mailto:rbalsom@me.com)>; 'bettina.birch@att.net' <[bettina.birch@att.net](mailto:bettina.birch@att.net)>; 'bodinehouse1@att.net' <[bodinehouse1@att.net](mailto:bodinehouse1@att.net)>; 'kebodner@wildblue.net' <[kebodner@wildblue.net](mailto:kebodner@wildblue.net)>; 'rebodner@wildblue.net' <[rebodner@wildblue.net](mailto:rebodner@wildblue.net)>; 'cdbrewer@gmx.com' <[cdbrewer@gmx.com](mailto:cdbrewer@gmx.com)>; 'proege@cwo.com' <[proege@cwo.com](mailto:proege@cwo.com)>; 'sarahcampe@gmail.com' <[sarahcampe@gmail.com](mailto:sarahcampe@gmail.com)>; '2ntimame@gmail.com' <[2ntimame@gmail.com](mailto:2ntimame@gmail.com)>; 'cloutierd@sbcglobal.net' <[cloutierd@sbcglobal.net](mailto:cloutierd@sbcglobal.net)>; 'trentmoorecoleman@gmail.com' <[trentmoorecoleman@gmail.com](mailto:trentmoorecoleman@gmail.com)>; 'ccombs@thegrid.net' <[ccombs@thegrid.net](mailto:ccombs@thegrid.net)>; 'jbarc@thegrid.net' <[jbarc@thegrid.net](mailto:jbarc@thegrid.net)>; 'laile@mindspring.com' <[laile@mindspring.com](mailto:laile@mindspring.com)>; 'Musical\_Megan@live.com' <[Musical\\_Megan@live.com](mailto:Musical_Megan@live.com)>; 'Jacki\_Fletcher@att.net' <[Jacki\\_Fletcher@att.net](mailto:Jacki_Fletcher@att.net)>; 'nicky@olbuckaroo.com' <[nicky@olbuckaroo.com](mailto:nicky@olbuckaroo.com)>; 'drleeagoldstein@hotmail.com' <[drleeagoldstein@hotmail.com](mailto:drleeagoldstein@hotmail.com)>; 'marciagold.st@gmail.com' <[marciagold.st@gmail.com](mailto:marciagold.st@gmail.com)>; 'kengreenspan@sbcglobal.net' <[kengreenspan@sbcglobal.net](mailto:kengreenspan@sbcglobal.net)>; 'gmgregg@sbcglobal.net' <[gmgregg@sbcglobal.net](mailto:gmgregg@sbcglobal.net)>; 'charliehuecker@gmail.com' <[charliehuecker@gmail.com](mailto:charliehuecker@gmail.com)>; 'michellejeffries@gmail.com' <[michellejeffries@gmail.com](mailto:michellejeffries@gmail.com)>; Bobby Kamansky (<[bobinator1@hotmail.com](mailto:bobinator1@hotmail.com)>); 'LAVELY SHIVON' <[mike.shivon@sbcglobal.net](mailto:mike.shivon@sbcglobal.net)>; Delores Lucero (<[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>); 'info@sequoiasnackshack.com' <[info@sequoiasnackshack.com](mailto:info@sequoiasnackshack.com)>; 'oaknhill@wildblue.net'; 'tubacowboy@aol.com' <[tubacowboy@aol.com](mailto:tubacowboy@aol.com)>; 'darylmckown@yahoo.com' <[darylmckown@yahoo.com](mailto:darylmckown@yahoo.com)>; 'erinvincent@gmail.com' <[erinvincent@gmail.com](mailto:erinvincent@gmail.com)>; 'GMILLS@omnimeans.com' <[GMILLS@omnimeans.com](mailto:GMILLS@omnimeans.com)>; 'sopacmcc@gmail.com'

<[sopacmcc@gmail.com](mailto:sopacmcc@gmail.com)>; Linda Mutch ([meadowlrk@gmail.com](mailto:meadowlrk@gmail.com)) <[meadowlrk@gmail.com](mailto:meadowlrk@gmail.com)>;  
'Bandj1407@yahoo.com' <[Bandj1407@yahoo.com](mailto:Bandj1407@yahoo.com)>; 'natekirbyjake@yahoo.com'  
<[natekirbyjake@yahoo.com](mailto:natekirbyjake@yahoo.com)>; 'peterdalan@att.net' <[peterdalan@att.net](mailto:peterdalan@att.net)>; 'fred3rivers@gmail.com'  
<[fred3rivers@gmail.com](mailto:fred3rivers@gmail.com)>; 'mayraricchi3@sbcgloabl.net' <[mayraricchi3@sbcgloabl.net](mailto:mayraricchi3@sbcgloabl.net)>;  
'srothhammer@gmail.com' <[srothhammer@gmail.com](mailto:srothhammer@gmail.com)>; 'luckydr@yahoo.com' <[luckydr@yahoo.com](mailto:luckydr@yahoo.com)>;  
'gschwaller1@wildblue.net' <[gschwaller1@wildblue.net](mailto:gschwaller1@wildblue.net)>; Laurie Schwaller ([lschwaller1@wildblue.net](mailto:lschwaller1@wildblue.net))  
<[lschwaller1@wildblue.net](mailto:lschwaller1@wildblue.net)>; 'jjseligma@gmail.com' <[jjseligma@gmail.com](mailto:jjseligma@gmail.com)>; 'kseligman@sbcglobal.net'  
<[kseligman@sbcglobal.net](mailto:kseligman@sbcglobal.net)>; 'RICHSHERLOCK1@yahoo.com' <[RICHSHERLOCK1@yahoo.com](mailto:RICHSHERLOCK1@yahoo.com)>; Rod  
Simonian ([sim559@gmail.com](mailto:sim559@gmail.com)) <[sim559@gmail.com](mailto:sim559@gmail.com)>; 'woody\_smeck@nps.gov'  
<[woody\\_smeck@nps.gov](mailto:woody_smeck@nps.gov)>; 'tom.sparks@live.com' <[tom.sparks@live.com](mailto:tom.sparks@live.com)>; 'rhstanton@gmail.com'  
<[rhstanton@gmail.com](mailto:rhstanton@gmail.com)>; 'mnchsteel@aol.com' <[mnchsteel@aol.com](mailto:mnchsteel@aol.com)>; 'dean.stryd@yahoo.com'  
<[dean.stryd@yahoo.com](mailto:dean.stryd@yahoo.com)>; 'daniellestemple@gmail.com' <[daniellestemple@gmail.com](mailto:daniellestemple@gmail.com)>; Michael Tharp  
([mtharp@rlsmap.com](mailto:mtharp@rlsmap.com)) <[mtharp@rlsmap.com](mailto:mtharp@rlsmap.com)>; 'Johnuh1r1@gmail.com' <[Johnuh1r1@gmail.com](mailto:Johnuh1r1@gmail.com)>;  
'charlenevartanian@gmail.com' <[charlenevartanian@gmail.com](mailto:charlenevartanian@gmail.com)>; 'ifwarner@gmail.com'  
<[ifwarner@gmail.com](mailto:ifwarner@gmail.com)>  
**Cc:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>; Cheng Chi <[CChi@tularecounty.ca.gov](mailto:CChi@tularecounty.ca.gov)>  
**Subject:** Draft Environmental Impact Report for Three Rivers Hampton Inn & Suites

Good evening.

Please find attached the Notice of Availability (NOA) of a Draft Environmental Impact Report (EIR) for the proposed Three Rivers Hampton Inn & Suites project. The 45-day commenting period begins Monday, March 8, 2021 and ends on Thursday, April 22, 2021. Please submit written comments to the attention of Mr. Hector Guerra, Chief environmental Planner, by email at [HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov) or by mail at the address provided below.

The NOA and the DEIR are available on the Tulare County Resource Management Agency website at <https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>.

Please feel free to contact Mr. Guerra or myself if you have questions or need additional assistance.

Best Regards.

**Jessica Willis**

Planner IV

Tulare County Resource Management Agency

Economic Development and Planning Branch

Environmental Planning Division

5961 S. Mooney Blvd.

Visalia, CA 93277-9394

Ph: (559) 624-7122

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

**From:** [Michael G Washam](#)  
**To:** [Larry Micari](#)  
**Cc:** [Aaron R Bock](#); [Jessica R Willis](#); [Hector Guerra](#)  
**Subject:** RE: Hello Larry  
**Date:** Wednesday, March 10, 2021 11:14:47 AM

---

Supervisor,

The email below will be put into the record regarding the proposed Hampton Inn project. I have copied staff and they will include Mr. Greenspan's comments with others received during the environmental review and respond appropriately.

Thanks,

**Michael Washam, ACE**

Associate Director

Tulare County Resource Management Agency  
5961 South Mooney Boulevard  
Visalia, CA 93277- 9394  
Telephone: (559) 624-7128

**Please note my email is now** [mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)

---

**From:** Larry Micari <[LMicari@tularecounty.ca.gov](mailto:LMicari@tularecounty.ca.gov)>  
**Sent:** Wednesday, March 10, 2021 9:24 AM  
**To:** Michael G Washam <[mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)>  
**Subject:** FW: Hello Larry

Good morning comments on the current motel application

Larry Micari  
Tulare County Board of Supervisors District 1  
2800 West Burrel  
Visalia, CA 93291  
Office (559)636-5000  
Cell (559)909-8488  
[lmicari@tularecounty.ca.gov](mailto:lmicari@tularecounty.ca.gov)  
*Strength through service...*

---

**From:** KEN Greenspan <[kengreenspan@sbcglobal.net](mailto:kengreenspan@sbcglobal.net)>  
**Sent:** Tuesday, March 9, 2021 7:55 PM  
**To:** Larry Micari <[LMicari@tularecounty.ca.gov](mailto:LMicari@tularecounty.ca.gov)>

**Subject:** Hello Larry

Hello Larry,

I hope this email finds you not too overburdened, and working no more than six days per week. (Yes, that's a joke.)

Monday, I received an email regarding the motel application on Highway 198 near the existing Comfort Inn. I'm guessing you already know about the project. There are a few problems with the project even though it meets the current zoning. One problem is during the flood in the 50's, and other more current floods, that area has been under water. And if it flooded before, it will flood again. There is a rusted out, dented vehicle at the back of that property. It was washed there during the flood of the 50's. But I'm sure with the existing zoning, the project will be approved floods or not.

The problem that I'd like to see addressed is that we haven't had an ambulance stationed in Three Rivers for several years. Our population according to the official records is a little over 2,000, I believe. But in reality, the number of people here is much higher. There's several hundred people staying at the comfort in. We have at least 250 vacation rentals, and let's use an easy average of four people per night per dwelling produces another thousand. There's the Lazy J Motel, the Holiday Lodge, the Sequoia Motel, the Sierra Lodge, the ... making at least a thousand more per night. Add in three private campgrounds in Three Rivers. And .... (I haven't included people driving through, day visiting who can have medical emergencies, traffic accidents, and river and lake incidents.) You can see the permanent population of two thousand is surpassed by the temporary population. If a full time resident or a motel guest has a medical emergency, they both need the same ambulance. So the need for an ambulance shouldn't be calculated based on our permanent residents, but instead on the number of people here.

In my mind, the T.O.T. along with local property tax should be used to fund a full time ambulance stationed in Three Rivers.

If you have any questions or comments, feel free to email or phone.

Thanks,

Ken Greenspan

561-2413

## Attachment 9

### Comments Received from Janene Lasswell

**From:** [Michael G Washam](#)  
**To:** [Larry Micari](#)  
**Cc:** [Aaron R Bock](#); [Jessica R Willis](#); [Hector Guerra](#)  
**Subject:** RE: Hampton Inn draft EIR, Three Rivers, CA  
**Date:** Wednesday, March 10, 2021 1:45:28 PM

---

Supervisor,

The email below will be put into the record regarding the proposed Hampton Inn project. I have copied staff and they will include Mr. Greenspan's comments with others received during the environmental review and respond appropriately.

Thanks,

**Michael Washam, ACE**

Associate Director

Tulare County Resource Management Agency

5961 South Mooney Boulevard

Visalia, CA 93277- 9394

Telephone: (559) 624-7128

**Please note my email is now** [mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)

---

**From:** Larry Micari <[LMicari@tularecounty.ca.gov](mailto:LMicari@tularecounty.ca.gov)>  
**Sent:** Wednesday, March 10, 2021 1:37 PM  
**To:** Michael G Washam <[mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)>  
**Subject:** FW: Hampton Inn draft EIR, Three Rivers, CA

FYI

Larry Micari

Tulare County Board of Supervisors District 1

2800 West Burrel

Visalia, CA 93291

Office (559)636-5000

Cell (559)909-8488

[lmicari@tularecounty.ca.gov](mailto:lmicari@tularecounty.ca.gov)

*Strength through service...*

---

**From:** Janene Lasswell <[janene.lasswell@gmail.com](mailto:janene.lasswell@gmail.com)>  
**Sent:** Tuesday, March 9, 2021 10:20 AM  
**To:** Larry Micari <[LMicari@tularecounty.ca.gov](mailto:LMicari@tularecounty.ca.gov)>  
**Subject:** Hampton Inn draft EIR, Three Rivers, CA

To Whom It May Concern,

A draft EIR should consider a triple bottom line approach, adopted by California ten years ago. Planning agencies, private companies and organizations worldwide use this approach to address the local impacts of their activities on the needs of community cultures, economic benefits and environmental sustainability. Tulare County RMA needs to balance all three of these aspects in considering new projects. For instance, they could approve a new hotel and rescind permits for STR's in residential-zoned areas to alleviate the shortage of available residential rentals. Not just my opinion, it's in use currently in well-planned communities.

Currently in Three Rivers, it's estimated that 1/4 to 1/3 of residences in R or AG-zoned properties are STR's. Many employees are now commuting from other towns to jobs in Sequoia NP and the tourist-related businesses. The decrease in families with children attending the one elementary school has impacted the community negatively. TRUS has been in danger of closing for some time. Due to a lack of any share of the TOT funds, investment in our law enforcement and infrastructure has been negatively impacted. The community clearly has limited capacity for more tourists.

If additional hotels are permitted, mitigate that impact with fewer STR's operating a business in residential and AG-zones areas. Commercial operations like these are taking entire homes away from residents. They aren't available to any tourist-related employees.

If you need more info regarding "triple bottom line" planning,  
see <https://online.hbs.edu/blog/post/what-is-the-triple-bottom-line>

Thank you for your time.

Janene Newman Lasswell

Sent from my iPhone

## Attachment 10

Comments Received from Leah Launey and Peter Sodhy

**From:** [Jessica R Willis](#)  
**To:** ["Leah Launey"; Larry Micari](#)  
**Cc:** [Manager](#); [Hector Guerra](#); [Aaron R Bock](#); [Michael G Washam](#)  
**Subject:** RE: Proposed Hampton Inn in Three Rivers  
**Date:** Tuesday, March 9, 2021 4:49:53 PM

---

Good afternoon Mr. and Mrs. Sodhy.

Your comments have been received and will be placed in the public record.

Regards.

Jessica Willis  
Planner IV  
RMA Environmental Planning  
Ph: (559) 624-7122

-----Original Message-----

From: Leah Launey <lclauney@launeymediation.com>  
Sent: Tuesday, March 9, 2021 3:38 PM  
To: Larry Micari <LMicari@tularecounty.ca.gov>; Jessica R Willis <JWillis@tularecounty.ca.gov>  
Cc: Manager <manager@edaems.com>  
Subject: Proposed Hampton Inn in Three Rivers

Gentlemen:

We are hoping you will understand that the proposed Hampton Inn is problematic for Three Rivers.

Beginning in 1980 and long before I knew him, my husband Peter Sodhy had discovered Three Rivers. He immediately began spending a week here every Thanksgiving. Once he met the kids and I, he introduced us to Three Rivers and the tradition continued. We were married and in 1999, with the assistance of local broker/realtor David Learned, Jr., we purchased our lot. In 2001, with the assistance of local contractor Jesus Diaz, we built our home on that lot. We used it as a second home initially, before moving into it permanently in 2006.

First of all, if we are going to permit another hotel, don't you think we should reduce the number of STRs that are permitted right now in our residential areas? There is not enough long term housing for folks who want to live here full-time, already. And STRs in residential areas also change the character of neighborhoods - from friends whose company you enjoy, and whose support you depend on in times of trouble, to fly-by-night tourists instead.

Also, the proposal is for the hotel to be built in a flood plain, creating not only flooding issues, but septic issues as we try to keep our river and our local aquifer free from contamination. Local residents call that location "nothing but a sand bar".

Tourists use a lot more water. Bed and bath linens must be changed & washed daily, while long-term residents know to save water in times of drought, take shorter showers, and normally wash their linens once a week. The water table pertaining to the particular aquifer affected by the proposed hotel's location is already insufficient for our residents' needs, so we are wondering how the County will handle this. Is the County going to pipe water to us from Visalia when that particular aquifer is pumped dry?

Tourists cause a lot more wear on our streets. The patch jobs we receive on our County maintained roads already can't keep up with the weather, let alone our normal wear & tear.

Tourists need more parking, so they can easily access local businesses and contribute more to the local economy. Already, our parking situation is woefully inadequate, causing major congestion problems all along Hwy 198/Sierra Drive in tourist season. That leads to more traffic accidents and frustrated residents who can't get around the long lines of cars, often parked illegally, in order to access a business, reach their homes, or get to work.

Long lines of tourists, trying to enter the Park by way of Three Rivers, is already an age-old problem. In tourist season, that line of cars trying to enter the Park can stretch for 3 miles.

Tourists cause a lot more litter, and we already have a problem keeping up with that.

We are not anti-business. We just hope you can recognize that this particular business, and this particular location, are not well-suited for Three Rivers.

Thanks for listening,

Leah Launey and Peter Sodhy

# Attachment 11

## Comments Received from Shivon Lavelly

April 19, 2021

Hector Guerra, Chief Environmental Planner  
Resource Management Agency  
5961 South Mooney Boulevard  
Visalia, CA 93277

Re: Proposed Hampton Inn Hotel & Suites in Three Rivers

My family and I have lived in Three Rivers for 34 years because we love its natural beauty and appreciate the quiet and dark skies in our lovely town. We are strongly opposed to the Hampton Hotel development for numerous reasons: such as the water usage it will require, the added pollution, the extra congestion on a narrow highway, and the hotel lights that will detract from our dark skies. In this letter, I will be focusing specifically on the problem of added traffic.

In the DEIR, you have included a traffic report that was conducted in February 2018, for another hotel (The Sequoia Spa and Hotel) so it is not site specific. It is also outdated. Caltrans considers any traffic impact report to be stale after 2 years.

This traffic report also uses metrics that are inconsistent. It gathered data using the Level of Service (LOS) but the conclusions were given in VMT. Senate Bill 743 states that after July 1, 2020, implementation of the new guidelines by CEQA, must be used. The traffic data was gathered before July 1, 2020, but the DEIR was drafted after July 1, 2020. All data should be gathered in VMT, not LOS, to reflect the current impact to the environment regarding greenhouse gases. An accumulation of greenhouse gases causes significant harm to the environment.

Traffic data was gathered on February 3<sup>rd</sup> and 4<sup>th</sup> in 2018, which is a weekend, and Caltrans has said that data should be gathered on weekdays. February traffic does not reflect the massive influx of visitor traffic, which occurs during the summer months. Over 1.2 million people visited Sequoia and Kings Canyon National Parks in 2019, and the majority of them came through Three Rivers! Currently, there are almost 200 airbnb's in Three Rivers, which also adds to the number of vehicles on the road and traffic congestion.

I do not believe that your traffic analysis is supported by substantial evidence nor do I believe it complies with the Senate Bill 743 requirements.

Sincerely,

Shivon Lavelly  
41050 Blossom Dr.  
Three Rivers, CA 93271  
mike.shivon@sbcglobal.net

## Attachment 12

### Comments Received from Delores Lucero

**From:** [Jessica R Willis](#)  
**To:** [Delores Lucero](#)  
**Cc:** [Hector Guerra](#)  
**Subject:** RE: Link  
**Date:** Monday, March 15, 2021 12:44:00 PM

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Good afternoon Dee.

This is to confirm receipt of your email with the attached letter. The letter will be included in the Final EIR.

*Jessica Willis*

Planner IV  
RMA Environmental Planning  
Ph: (559) 624-7122

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**From:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>  
**Sent:** Monday, March 15, 2021 12:21 PM  
**To:** Jessica R Willis <[JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov)>  
**Subject:** Fw: Link

Hi Jessica,  
Forgot to cc you.  
Thanks for looking into this.  
Dee

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**From:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>  
**Sent:** Monday, March 15, 2021 12:10 PM  
**To:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
**Subject:** Re: Link

Hi Hector,  
Sorry for the delay. According to the County website: [Tulare County Public Parcel Zoning Lookup \(arcgis.com\)](#)  
the parcel number for the Comfort Inn is 068-360-028.  
Also, I noticed that my comment letter for the NOP/IS was not attached to the DEIR that was sent out. I have reattached it here to complete your record. Noted in the DEIR was my public records request that was never answered. I was told "IT" was compiling my documents, but none were ever sent to me. I have cc'd Jessica Willis on this email and listed below questions I would still like answers to.

**I am requesting an opportunity to inspect or obtain copies of public records that pertain to the proposed Hampton Inn to be built in Three Rivers, CA. I am requesting a copy of the developer's**

application and Term Sheet between the developer and the County.

The proposed Hampton Inn may be built on parcel 068-100-010, can you confirm the exact location? As this parcel is in the zoned C-2-MU-SC according to the TRCP it is in the "Town Center" defined as the civic cultural heart for the Three Rivers Community. The Community Plan provides for preparation of a Town Center Specific Plan to guide development. Has a Specific Plan been developed for the Town Center?

Is the developer building a gas station and subway style restaurant along with the hotel and if so will there be a separate EIR document for this secondary development?

This request includes but is not limited to any correspondence, written or verbal, between the developer or its representatives and County staff or representatives.

If you do not know the answers to the above questions, please direct them to the appropriate staff.

Thank you,

Dee

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**From:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>

**Sent:** Tuesday, March 9, 2021 10:02 AM

**To:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>

**Subject:** RE: Link

Hi Delores,

Dou have an Assessor's Parcel Number (APN) for this request. If you don't know the APN, an address would be helpful.

Thank you,

Hector

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**From:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>

**Sent:** Monday, March 8, 2021 3:09 PM

**To:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>

**Subject:** Re: Link

Thanks Hector, I appreciate all this information. I was not in this area at the time and didn't know about the build.

Dee

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**From:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>

**Sent:** Monday, March 8, 2021 3:02 PM

**To:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>

**Subject:** RE: Link

Hi Dolores,

As that project pre-dates me, I'll ask someone to look for it. It may not have required an environmental document as it may have been a by-right project depending upon zoning at the time.

As an aside, our standard document retention timeframe is 10 years. As this project may have occurred in 1995, and a CEQA document may or may not have been prepared, we may no longer have it available as it would be over 25-years old.

Just to let you know, any CEQA document completed around that time would have been completed with a now outdated version of CEQA. CEQA has been amended many times since then and most recently, in 2019. Resources such as Energy, Greenhouse Gases, Tribal Cultural Resources, Wildfire, etc. have been added that were not previously addressed. Some CEQA sections have been amended and some of the resource questions previously contained in the CEQA Guidelines have also changed. For example, the CEQA metric for traffic is no longer level of service (LOS), it is vehicle miles travelled (VMT).

CEQA practitioners consider any CEQA document older than 10 years to be stale. Technical studies are considered stale over different time frames. For example, the San Joaquin Valley Air District considers any tech study greater than 5 years old to be stale and Caltrans considers any traffic impact report to be stale after 2 years.

Other regulatory agencies have also updated their standards, thresholds, etc. based on newer information /science so some of their older standards/thresholds that would have applied 25 years ago have likely changed too. Here again the Air District is a good example, they have had numerous air quality plans, rules, regulations, etc., changed since their formation in 1991. Many of their plans/rules/regulations have changed since 1995 and since CEQA

documents (such as EIRs) typically cite to Air District plans/rules/regulations, those used in 1995 may have likely changed too.

I'll see what I can find, but I'm not even certain a CEQA document was prepared for that Project.

Hector

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**From:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>  
**Sent:** Monday, March 8, 2021 1:58 PM  
**To:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
**Subject:** Re: Link

Hi Hector,

Thank you for sending this.

Can you send me the link also for the EIR done for the Holiday Inn Express/Comfort Inn located in Three Rivers? It was built in 1995.

Dee

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**From:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
**Sent:** Monday, March 8, 2021 12:36 PM  
**To:** Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>  
**Subject:** RE: Link

Good Afternoon Dolores,

Here's the link:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/>

Best Regards,

Hector

-----Original Message-----

From: Delores Lucero <[delores.lucero@ucr.edu](mailto:delores.lucero@ucr.edu)>  
Sent: Monday, March 8, 2021 9:46 AM

To: Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>

Subject: Link

Hi Hector,

Please send me the link to the DEIR for the Hampton Inn, I do not see it, only the initial study.

I read the comment period starts today.

Thanks,

Dee

December 2, 2020

Mr. Reed Schenke, Director  
Resource Management Agency  
Tulare County  
5961 South Mooney Boulevard  
Visalia, CA 93277

Re: Comment on proposed Hampton Inn and Suites, Three Rivers, CA

Dear Mr. Schenke:

This letter comments on the Draft Environmental Impact Report regarding the proposed Hampton Inn and Suites for parcels 068-080-010 and 068-100-010, in Three Rivers, CA.

As you may recall a letter was sent to you almost a year ago, December 4, 2019, representing Friends of Three Rivers from the law firm Shute, Mihaly & Weinberger. This letter commented on the Proposed Sequoia Resort and Spa Project at 40719 Old Three Rivers Road. I have reattached the letter for your convenience. In this letter we questioned the validity of constructing a hotel development in the same parcel area as the proposed Hampton Inn and Suites. According to an email from the RMA: "The site has been zoned C-2 since at least 40-years and was identified in both the 1980 Three Rivers Community Plan and the 2018 Community Plan Update as the "Town Center". The triangle bounded by SR 198, Old Three River Road and South Fork Drive."

The Three Rivers Community Plan 2018 (TRCP) defined the Town Center as the "civic and cultural heart for the Three Rivers Community" with "a concentration of commercial, retail and social uses to help strengthen Three Rivers as a livable community." The TRCP also states, multiple times, the implementation tool to guide development in the Town Center is the Specific Plan, (I have attached a few examples from the TRCP). Under Cal. Gov't. Code §65450, "After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan."

A Specific Plan, by law, is required to include land use regulations and development standards; a program of implementing measures; planned and needed public works projects to serve the Specific Plan area; and financing measures necessary to implement the Plan and its recommendations.

A Specific Plan is also subject to environmental review under CEQA. Moreover, the EIR for a Specific Plan is required to have a greater level of detail and study than an EIR prepared for a General Plan.

No Specific Plan has been developed for this geographic area and according to Mr. Aaron Bock: "*There is no specific plan, and in the 3 Rivers Community Plan, we have found a specific plan to be infeasible at this time.*" We have thoroughly read the TRCP and nowhere does it state that a Specific Plan for the Town Center is infeasible. Furthermore, Mr. Bock has not stated why a Specific Plan for the Town Center is infeasible. There are many people in Three Rivers who would welcome and actively participate in the development of a Specific Plan for the Town Center. There are many environmental concerns with development in this specific area, including groundwater availability, wastewater disposal, and traffic that are not adequately addressed in the TRCP and that require more study and consideration which could be accomplished with a Specific Plan.

It is our belief that without an amendment to the Three Rivers Community Plan 2018 or the creation of a Specific Plan to guide development, including the new hotel in the Town Center, that the County is violating the Three Rivers Community Plan 2018, CEQA and California Statute.

Sincerely,

A handwritten signature in black ink, appearing to read "Delores Lucero". The signature is written in a cursive, flowing style.

Delores Lucero  
Friends of Three Rivers

April 22, 2021

Hector Guerra  
Resource Management Agency  
Tulare County  
5961 South Mooney Boulevard  
Visalia, CA 93277

Re: Comment on DEIR Hampton Inn and Suites, Three Rivers, CA, Land Use/Planning

Dear Mr. Guerra:

This letter comments on the Draft Environmental Impact Report regarding the proposed Hampton Inn and Suites for parcels 068-080-010 and 068-100-010, in Three Rivers, CA.

As you may recall a letter was sent to the RMA on December 4, 2019, representing Friends of Three Rivers from the law firm Shute, Mihaly & Weinberger. This letter commented on the Proposed Sequoia Resort and Spa Project at 40719 Old Three Rivers Road. In this letter we questioned the impacts to the environment in constructing a hotel development in the same parcel area as the proposed Hampton Inn and Suites. According to an email from the RMA: "The site has been zoned C-2 since at least 40-years and was identified in both the 1980 Three Rivers Community Plan and the 2018 Community Plan Update as the "Town Center". The triangle bounded by SR 198, Old Three River Road and South Fork Drive."

The Three Rivers Community Plan 2018 (TRCP2018) defined the Town Center as the "civic and cultural heart for the Three Rivers Community" with "a concentration of commercial, retail and social uses to help strengthen Three Rivers as a livable community." The TRCP2018 also states, at a minimum of 19 times, the implementation tool to guide development in the Town Center is the Specific Plan, Policy 1.6.2. Under Cal. Gov't. Code §65450, "After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan."

A Specific Plan, by law, is required to include land use regulations and development standards; a program of implementing measures; planned and needed public works projects to serve the Specific Plan area; and financing measures necessary to implement the Plan and its recommendations.

A Specific Plan is also subject to environmental review under CEQA. Moreover, the EIR for a Specific Plan is required to have a greater level of detail and study than an EIR prepared for a General Plan.

No Specific Plan has been developed for this geographic area and according to Mr. Aaron Bock: "*There is no specific plan, and in the 3 Rivers Community Plan, we have found a specific plan to be infeasible at this time.*" Mr. Bock is referring to page 769 in the TRCP2018 regarding an FSU Feasibility Study conducted in 2005 stating "Implementation (Currently Infeasible)" (attached). The definition of infeasible means incapable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. Mr. Bock basis his statement on a study conducted many years ago. This definition does not represent the current situation as economic, environmental, legal, social and technological factors have certainly changed in sixteen years. Also, the Specific Plan was

and is proposed in the Three Rivers General Plan that was adopted in 2018. In fact the Future Feasibility Studies Implementation Program (see attached) lists the responsible party, the RMA, to consider and evaluate strategies to implement the community vision included in the plan during the years 2018-2022. Mr. Bock's statement is a discretionary interpretation of the TRCP2018.

#### **From the Hampton Inn DEIR pg. 3.11-12**

The Three Rivers Community Plan is a component in Part III of the Tulare County General Plan and, as such, has the same force and effect as any other adopted element of the General Plan. Structurally, the Three Rivers Community Plan is part of the **Land Use** and Circulation Element of the overall General Plan. The principal emphasis of the community plan is on establishing **local land use** and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall **Land Use** and Circulation Element apply to Three Rivers. Also applicable to Three Rivers, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. **In instances where the policies and/or standards of the Three Rivers Community Plan are more specific or more restrictive than those in other elements of the General Plan, the community plan shall take precedence and prevail.”<sup>25</sup>**

**“Another overall principle to guide the reading and interpreting of the Community plan and its policies is that none of its provisions will be interpreted by the County in a manner that violates State or Federal law.** For example, PFS-1.3: Impact Mitigation (Tulare County General Plan Chapter 14), requires new development to pay for its proportionate share of the costs of infrastructure required to serve the project. This policy will be implemented subject to applicable legal standards, including but not limited to the U.S. Constitution's "Takings" clause. In reading every provision of the Community plan, one should infer that it is limited by the principle: "to the extent legally permitted.”<sup>26</sup>

Following are goals, objective, policies within the Three Rivers Community Plan 2018 Update that apply to the proposed Project: **Goal 1: Compatible Development: Maintain the Rural Gateway Character of Three Rivers through land uses and new development that are compatible and consistent with the existing development in Three Rivers, preserve the unique visual and community character and natural environment and create a distinct sense of place.**

25 Ibid.

#### **Land Use and Planning Chapter 3.11**

**b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Project Impact Analysis: **No Impact**

The proposed Project is located within the Three Rivers Community Plan Urban Development Boundary and is properly zoned to accommodate the proposed Project. Further, the proposed Project is consistent with Tulare County General Plan policies and Three Rivers Community Plan goals, objectives, and policies noted earlier. The Project will not physically divide any established community or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project would result in no impact to this resource.

This Project conflicts with the **General plan, Specific Plan, FEMA flood zone map and zoning ordinance.**

The DEIR for the Hampton Inn and Suites is inconsistent with the Three Rivers Community Plan 2018 which proposed a Specific Plan (Policy 1.6.2 attached reference) to guide development in the area bordered by Highway 198, South Fork Dr, and Old Three Rivers Dr, also known as the "Town Center". According to the Future Feasibility Studies Implementation Program in the TRCP2018, which lists the responsible agency to be the RMA, the evaluation dates are 2018-2022, also in the TRCP2018 the Town Center Specific Plan in Three Rivers is listed as a priority (attached). Only after a due diligence evaluation can the RMA propose Project development for this geographical area.

As the proposed Specific plan has not been adopted, commercial development is prematurely planned in the "Town Center" area of Three Rivers and has a potentially significant effect on the environment.

The DEIR is incorrect in stating these parcels are in Flood Zone X (area of minimal flooding).  
*ii) Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact: The site will not resulting in waters capable of flooding either on- or off-site. The site is not subject to flooding and lies within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map.2*

These parcels and The Comfort Inn and Suites are in the shaded X zone on the FEMA map, [https://msc.fema.gov/portal/search?AddressQuery=Three%20Rivers%2C%20ca#searchresults\\_anchor](https://msc.fema.gov/portal/search?AddressQuery=Three%20Rivers%2C%20ca#searchresults_anchor)

**Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood.**

This analysis is inaccurate and possible mitigation could be involved. According to the RMA in the application for Tentative Parcel Map No. PPM 21-003 and also in the TRCP2018 page 485: *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.*

This is a significant omission by the RMA and a significant effect to the environment.

The Project is planned in the General Commercial, Mixed Use, Scenic Corridor (C2-MU-SC) zone of Three Rivers. According to Section 14.4 SC Scenic Corridor Combing Zone.  
*APPLICATION B. This zone is intended to be combined with other zones and may be applied only to those areas visible from and adjacent to those scenic highways and scenic roads established by the Tulare County General Plan. When this zone is applied to property in conjunction with another zone set forth in this Ordinance, a new zone is thereby created and the regulations set forth in this section shall be applicable in addition to those otherwise applicable in the underlying or base zone. In addition, where the provisions of the underlying or base zone conflict with the requirements of this section, **the requirements of this section shall prevail over those in the underlying or base zone.** The new combined zone shall be shown on the Zoning Map by the letters "SC" following the symbol of the underlying or base zone.*

According to the Foothill Growth Management Plan  
*FGMP-6.4 Development Within Scenic Corridors The County shall require that projects located within a scenic corridor be designed in a manner, which does not detract from the visual amenities of that thoroughfare. The County shall support through the use if its authority and police powers, the design of infrastructure that minimizes visual impacts to surrounding areas by locating roadways in areas that minimize the visual impact on rural and natural places whenever feasible.(see attached).*

*Land Improvements: Building Standards*

22. *The maximum building height measured at foundation ground level shall be 35 feet.*

Though the Scenic Corridor Zone is not adjacent to a designated scenic highway and scenic road the Scenic Corridor Zone was adopted in the Foothill Growth Management Plan and was adopted in the Three Rivers Community Plan 2018. The SC zone follows regulations that prevail over the General Commercial and Mixed-Use zones. A three-story hotel visually impacts the surrounding area and thoroughfare. Also, mitigation may be involved in raising the ground floor level one foot (see above) this would raise the building height of the planned 34' 8" above the limits set forth in the Scenic Corridor Zone. This would have a significant effect on the environment and violate local zoning ordinance in the TRCP2018 and the FGMP.

**Cumulative Impact Analysis: *No Impact***

**As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, as such, the proposed Project will not significantly contribute to a cumulative impact to this resource. Mitigation Measure(s): *None Required.***

The DEIR is incorrect in stating there are no hotels in the vicinity of the proposed Project. The Project abuts the parking lot of the Comfort Inn and Suites (see attached parcel map). The Comfort Inn has had effects on the environment. Since 2002 they have had 19 drinking water violations (CA Drinking Water Watch) and sewage spills (Central Valley Regional Water Quality Control Board).

[https://sdwis.waterboards.ca.gov/PDWW/JSP/Violations.jsp?tinwsys\\_is\\_number=6964&tinwsys\\_st\\_code=CA](https://sdwis.waterboards.ca.gov/PDWW/JSP/Violations.jsp?tinwsys_is_number=6964&tinwsys_st_code=CA)

[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/2014-0153-dwq\\_noas/2014-0153-dwq-r5314.pdf](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/2014-0153-dwq_noas/2014-0153-dwq-r5314.pdf)

To my knowledge no EIR was conducted for the Comfort Inn when it was built, and possibly no mitigation measures were enforced regarding its status in the shaded Zone X flood zone. According to the RWD, groundwater in the area of the Comfort Inn is approximately 10 feet below ground surface, see the above link: Central Valley Regional Water Quality Control Board. According to Google Earth the Comfort Inn is at an elevation of 761 ft and the proposed Hampton Inn parcels are at an elevation of 754 ft. The Kaweah River, across the highway from the Project is at an elevation of 755 ft and at a distance of 200 ft.

The elevation of the Project, proximity to the river, and location in the 500-year flood zone can all lead to additional water quality issues. Also, an increased septic load will impact the local groundwater and the Kaweah River.

The parcel adjacent to the Hampton Inn, APN 068-080-011-000, was bought by Gautam Patel, associated with Zero Capitol LLC and Yosemite Resort LLC. Gautam Patel had plans to develop a large by-right spa and hotel complex in Three Rivers in 2019. This parcel is owned by Gautam Patel, according to the Tulare County Recorder's office. Mr. Patel's group is still heavily involved in the hotel business, especially in Mariposa and Oakhurst.

Present and future development would significantly contribute a cumulative effect on the environment.

By omission, the analysis impact is incorrect, there is a cumulative impact leading to a significant effect on the environment.

Sincerely,  
Delores Lucero  
Friends of Three Rivers

# TOWN CENTER CONCEPT REPORT

## (2) DESIGN PROGRAM

### → PUBLIC SPACE AMENITIES

- ⇒ PUBLIC SEATING
- ⇒ PUBLIC EATING AREA
- ⇒ LANDSCAPING
- ⇒ PATIO AND WALKWAYS

### → IMPLEMENTATION (CURRENTLY INFEASIBLE)

- ⇒ NO CURRENT FUNDING—NEEDS A FUNDING MECHANISM (MAYBE THROUGH CSD?)
- ⇒ MIXED COMMUNITY INTEREST
- ⇒ REQUIRES ANCHOR MARKET & RESTAURANT

REQUIRES INTERESTED LAND OWNERS

## DRAFT THREE RIVERS COMMUNITY PLAN UPDATE

- (20) Develop a Traffic Circulation Plan with management strategies and improvements to increase safety and community access.
- (21) Develop of a Community Park.
- (22) Preserve the Kaweah River, in its natural course through the community.

Table 1 provides a demonstration as to how the community vision is implemented through the Three Rivers Community Plan policy plan.

**Table 1: Matrix of Three Rivers Community Plan Policies and the Visioning Statement for Three Rivers Community**

Three Rivers Community Plan Vision Statements (VS)	Community Plan Proposed Policies	Implementation Mechanism
(1) Create a Town Center or centers with a Concentration of Commercial, Retail and Social Uses to Help Strengthen Three Rivers as a Livable Community.	Policy 1.6.1 (Designating a Town Center) Policy 1.1.13 (LU-7.4 Streetscape Continuity in Town Centers) Policy 1.5.1 (UDB and Future Development) Policy 1.6.2 (Specific Plan Development) Policy 1.6.3 (Commercial Clusters) Policy 1.6.4 (Mixed-Use Development-Town Center) Policy 1.6.5 (Community Centers and Neighborhoods) Policy 2.1.2 (Community Commercial Shopping Area) Policy 3.1.3 (Land Designation for Multi-Family & Senior Housing) Policy 3.1.4 (Cluster Development) Policy 3.1.5 (Mixed Use Development) Policy 9.1.6 (LU-1.1 Smart Growth and Healthy Communities)	Community Plan Map Specific Plan Design/Development Tools Development Regulations (Zoning) Design Guidelines Development Review County Project Review Committee
(2) Establish Standards for signage which balances practical business	Policy 1.3.5 (Signage Standards) Policy 1.2.3 (SL-2.2 Gateways	Design Guidelines Development Standards County Project Review

### Future Feasibility Studies Implementation Program

The following table documents the Supporting Reference Materials and Future Feasibility Studies included with the Three Rivers Community Plan Update to consider an evaluate strategies to implement the Community Vision included in the policy plan.

Implementation	Implements what Policy	Who is Responsible	2018-2022	2022-2027	2027-2032	On-Going
1. The County shall consider implementing a work program to work with citizens groups, TCAG and Caltrans to prepare background materials, inventories of candidate areas, evaluate strategies such as specific plans, development standards, "Sequoia Gateway Guidelines" and other documents required to determine the feasibility to support the adoption of a Town Center Specific Plan in Three Rivers.	1.15 1.1.13 1.5.1 1.6.1 1.6.2 1.6.3 1.6.4 1.6.5 2.1.2 3.1.3 3.1.4 3.1.5	RMA	■			
2. The County shall consider implementing a work program to	1.2.18 1.3.12	RMA		■		

2. Three Rivers Conservation Plan (see Figure 17).
3. Biological Assessment (see EIR).
4. Cultural Resources Assessment (see EIR)

## COMMUNITY PLAN PRIORITY PROGRAM AND FUTURE FEASIBILITY STUDIES IMPLEMENTATION PROGRAM KEY FEATURE:

The following section identifies the Community Plan Priority Program and Future Feasibility Studies Implementation Program that have been identified by the community during numerous public outreach meetings and community visioning process. The Three Rivers Community Plan Priority Program and Future Feasibility Studies Implementation Program includes the following 11 programs:

1. Town Center Specific Plan in Three Rivers.
2. State scenic highway designation for SR 198.
3. Development of a Community Park, greenway, trails, and recreation areas.
4. County Noise Ordinance.
5. Identification of Emergency Evacuation Routes.
6. Dark Sky Ordinance or Equivalent Dark Sky Strategy.
7. Three Rivers Incorporation Feasibility.
8. Wildlife Safety/Bear resistant containers Ordinance of equivalent strategy.
9. Urban Forestry Program.
10. Oak Woodland Ordinance.
11. Three Rivers Community Information (Welcome Wagon Concept).

The purpose of the following discussion is to describe the relationship between the programmatic nature of the Community Plan and the Future Feasibility Studies Implementation Program in addressing these priority programs. The discussion will provide guidance as how each program is addressed in the Community Plan and how it is implemented in the Implementation Program.

The Community Plan (Policy Plan) is a programmatic document that includes policies and diagrams to implement the goals and objectives of the community. The California Governor's Office of Planning and Research General Plan Guidelines identifies the basic tenants of a community plan as follows, "Area plan" and "community plan" are terms for plans that focus on a particular region or

## **FGMP-6**

To provide local protection of scenic highways and routes within the foothills.

### **FGMP-6.1 Preservation of Scenic Highways**

The County shall ensure that the visual qualities of State Highways 190 and 198 and County scenic routes are maintained and protected against obtrusive development improvements.

### **FGMP-6.2 Identification of Scenic Highways**

The County shall continue to seek and identify County routes, which due to their scenic and rural characteristics, should receive a County "scenic routes" designation.

### **FGMP-6.3 Development Along Scenic Highways**

The County shall require that development along all scenic highways and routes meet the development standards of the FGMP.

### **FGMP-6.4 Development Within Scenic Corridors**

The County shall require that projects located within a scenic corridor be designed in a manner, which does not detract from the visual amenities of that thoroughfare. The County shall support through the use of its authority and police powers, the design of infrastructure that minimizes visual impacts to surrounding areas by locating roadways in areas that minimize the visual impact on rural and natural places whenever feasible.

### **FGMP-6.5 Cluster Development**

The County shall encourage projects proposed on lands within a scenic corridor with a non-agricultural or non-open space land use designation, to use a cluster development concept. Appropriate land uses for the open space areas shall include, but will not be limited to, public or private open space, wildlife habitat or agriculture.



## Attachment 13

### Comments Received from Marilyn Messa

**From:** [Jessica R Willis](#)  
**To:** [Bill / Marilyn](#)  
**Subject:** RE: Hampton Inn and Suites  
**Date:** Tuesday, March 23, 2021 3:44:59 PM

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Good afternoon Marilyn.

Per our conversation this afternoon, the EIR (inclusive of the Technical Appendices and Mitigation and Monitoring Reporting Program) can be found on the RMA website at <https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-impact-reports/hampton-inn-suites-three-rivers/> (click the link in all caps).

As we discussed, the commenting period on this EIR ends on April 22, 2021.

Regards,

*Jessica Willis*

Planner IV  
RMA Environmental Planning  
Ph: (559) 624-7122

---

**From:** Jessica R Willis  
**Sent:** Monday, March 22, 2021 5:24 PM  
**To:** Bill / Marilyn <bnmm@att.net>  
**Subject:** RE: Hampton Inn and Suites

Good afternoon Ms. Messa.

Your comments have been received and will be placed in the public record.

*Jessica Willis*

Planner IV  
RMA Environmental Planning  
Ph: (559) 624-7122

---

**From:** Bill / Marilyn <[bnmm@att.net](mailto:bnmm@att.net)>  
**Sent:** Monday, March 22, 2021 3:26 PM  
**To:** Jessica R Willis <[JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov)>  
**Subject:** Hampton Inn and Suites

I am writing as a resident of 43 yr. in Three Rivers .  
I have seen plenty of proposals come and go. Plenty of high water and non functioning septic systems especially in the area of this proposal.

To add that many people on a small acreage with a hotel next door that the county has never resolved the septic situation, is unrealistic.

Let's see the water source?

The septic plan?

The flood history?

Where are the CEQA studies and a more extensive DIER?

To add this kind of development along the already overcrowded scenic corridor is unconscionable.

1 recently added restroom

1/2 of the restaurants closed.

Not enough available parking. Sequioa National Park traffic backs up 6miles on most weekends.

This IS NOT OAKHURST.

Please enter my objection to this, or any project in that area into the public record.

Marilyn Messa

Box 174

Three Rivers, CA. 93271

559 561 3479

Marilyn Messa  
PO Box 174  
Three Rivers, Ca. 93271

Hector Guerra Chief Planner Tulare County RMA

Jessica Willis Project Planner Tulare County RMA

Michael Washam , Resource Management Agency's Planning Director

Draft Environmental Impact Report

Three Rivers-Hampton Inn & Suites

SCH# 2020110016

“Project Location: The proposed Project will be located at 40758 Sierra Drive, immediately south of the existing Comfort Inn & Suites, located along the eastern side of Sierra Drive/State Route 198, in Three Rivers.”

I would like to note that the Comfort Inn in this same vicinity had similar mitigation measures that were NOT implemented or enforced by Tulare County RMA.

First off I would like RMA to enforce their own codes when considering and after approving these projects.

I believe this project would have several cumulative effects and or issues that would negatively impact the area of the project and our community.

The site of this project is in a floodplain where at one time the river did run. The septic system located at the Comfort Inn has had many issues and is nonfunctioning and remains so.

LIGHTING to be shielding and pointed down is another problem that needs addressing not only with this project. The Comfort Inn has not complied. The new owners of the Village Market and Liquor directly east have added a wall of glaring new flood lights, left on 24 – 7.

LANDSCAPING : The proposed hotel will be approximately 34'-8" in height and will be setback approximately 300 feet from Sierra Drive/SR 198 and screened with vegetation (trees and shrubs) to effectively minimize line-of-sight views from the public right-of-way. A map of the landscaping plan is provided in Figure 3.1-1.

This was never followed through on at the Comfort Inn site as well.

The County writes :

- 1) The Project will facilitate the availability of overnight accommodations for visitors/tourists in the Three Rivers area by making available 105 rooms.
- 2) Here the applicant notes 70 car trips but 105 rooms could create much more traffic in that already overburdened area. The turn off to the Post Office and Village Market to the East of this project is significantly over stressed.

2) The Project will directly create approximately 12 new, full-time jobs for Tulare County

Residents. Economic Effects - The proposed Project will not result in negative impacts to the region.

It will result in increases in economic benefits as the Project is anticipated to provide up to

12 permanent jobs which are anticipated to be filled by the local labor force.

☐ Social Impacts - The proposed Project would not result in disproportionate environmental effects on minority populations, low income populations, or Native Americans. The proposed Project does not pose any adverse environmental justice issues that would require mitigation.

☐ Growth Inducing Effects - The proposed Project would not result in significant growth inducing impacts. The proposed Project will result in 12 permanent jobs which are anticipated to be filled by the local labor force. The Project will not result in new housing.

I believe with Tulare County's lack of a Short Term Rental ordinance. 12 minimum wage jobs, where no housing is provided in our community, is a recipe for disaster. Somewhere in the area of 40% of Three Rivers homes are now owned by NON RESIDENT property owners operating STRs. It is impossible for seasonal, and minimum wage holding residents to find or afford local housing.

This project will have immense impacts on Traffic, Air Quality and Overburdening of our resources.

Our town has been overburdened with daily visitation, especially in this last year with Covid 19. Even though the Governor handed down a Stay at home mandate, our Sheriff's Dept. decided to not enforce it.

The park traffic has constantly been backed up sometimes 6 miles. All of the restaurants, Pubs and parking areas have been overflowing and it is not uncommon to drive west from the Candy Store to the North Fork bridge and have cars parked on the shoulders, all along the way, in the Cal Trans right of way.

Trespassing to look for river access has affected everyone.

County has said " 3) With the availability of up to 105 rooms, visitors/tourists would not have to drive to Visalia (or other communities) thereby reducing vehicle miles travelled. As such, air quality emissions, greenhouse gas emissions, and energy (in the form of gasoline/diesel usage) would be reduced.

CEQA Guidelines Section 15126.6 requires that a reasonable range of Alternatives to the proposed Project be discussed in the EIR"

This is a nonsensical statement. How can we expect to add to the traffic and tax the overburdened parking situation and Air Quality when we cannot do so now? Cars lined up idling, with no place for the public to relieve themselves while they wait to access the park is an issue that Three Rivers and Sequoia Park NEED to resolve ASAP.

I ask that my concerns be entered into the public record and seriously considered before any decision is made

I would propose

Alternative 1 – No Build / No Project

Sincerely a 43 year resident of Three Rivers

Marilyn Messa

## Attachment 14

### Comments Received from Norma Nevarez

This is in reference to Draft Environmental Impact Report (SCH#2020110016)

Three Rivers Hampton Inn and Suites

ATT: Mr Hector Guerra, Chief environmental planner ([HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov))

ATT Jessica Willis, Planner IV ([JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov))

Tulare County Resource Management Agency

Economic Development & Planning Branch

Environmental Planning Division

5961 S. Mooney Blvd.

Visalia, CA 93277-9394

Ph # 559-624-7122

To whom it may concern,

As a resident of Three Rivers for over 30 years, we have many concerns about this large development in our small area of Three Rivers. One of our main concerns is that of water. This year Ash Mountain records show that we are approximately 30% of normal in precipitation, the lowest that has ever been recorded. Prior to this, records show this year is a 3 year drought with 1 normal year break prior to a 4 year drought, causing a significant deficit to the local aquifer

This lack of precipitation is part of a hotter and drier pattern that has devastated CA and the western USA for decades is a clear indicator of climate change. Last year's fire, Castle/SQF Complex fire, in our vicinity threatened much of Three Rivers causing mass evacuation in the most populated part of Three Rivers. In this most populated area is the proposed Hampton INN & Suites. The increase in traffic and people would be a significant impact on the evacuation of people in Three Rivers during devastating fires. There is already a problem of people walking from the Comfort Inn to the Village Market, Pharmacy. Pizza factory complex, with no side walk or cross walk to the area along the small road shoulder. These pedestrians are frequently distracted by phones and other family members and not very observant of the vehicle traffic. It is only a matter of time before a pedestrian vs vehicle accident occurs as the human traffic increases along the highway.

This project will increase the number of people in the area this could lead to a significant rise in the probability of human caused fires. At the elevation of the Hampton Inn Suites project, human activity is the dominant cause of wildfires, contributing to well over 90% of wildland fire ignitions. When combined with the current drought situation we discussed above, this will lead to a higher probability of severe and devastating wildland fire in our small town.

As concerned citizens of Three Rivers, we thank you for the opportunity to comment on this project.

Norma Nevarez & Clarence M. Conover III

[normanevarez61@gmail.com](mailto:normanevarez61@gmail.com)

[corkyconover@gmail.com](mailto:corkyconover@gmail.com)

**From:** [Hector Guerra](#)  
**To:** [Norma Nevarez](#)  
**Cc:** [Jessica R Willis](#)  
**Subject:** RE: Draft Environmental Impact Report (SCH#2020110016)  
**Date:** Thursday, April 22, 2021 10:13:56 AM

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Thank you for the additional information, we'll add this to the record too.

Hector

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**From:** Norma Nevarez <[normanevarez61@gmail.com](mailto:normanevarez61@gmail.com)>  
**Sent:** Thursday, April 22, 2021 10:00 AM  
**To:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
**Subject:** Re: Draft Environmental Impact Report (SCH#2020110016)

Thank you. Also please note that currently wells on the East & South Fork of the Kaweah have been going dry. We on Sierra King Drive where we have 2 wells that serve 40+ homes, both have both stopped working since yesterday.

Thank you,

Norma Nevarez

On Thu, Apr 22, 2021 at 9:55 AM Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)> wrote:

We are in receipt of your e-mail.

Thank you from sending us your comments. They will be incorporated into the record and accordingly be part of the CEQA process.

Best Regards,

Hector

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**From:** Norma Nevarez <[normanevarez61@gmail.com](mailto:normanevarez61@gmail.com)>  
**Sent:** Thursday, April 22, 2021 9:50 AM  
**To:** Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>; Hector Guerra <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
**Subject:** Draft Environmental Impact Report (SCH#2020110016)

Please confirm receipt of this email.

Thank you,

Norma Nevarez

## Attachment 15

### Comments Received from Bob Powell

**From:** [Aaron R Bock](#)  
**To:** [tcweb-notify@tularecounty.ca.gov](mailto:tcweb-notify@tularecounty.ca.gov); [RMAPublicRequest](#); [Hector Guerra](#); [Jessica R Willis](#)  
**Cc:** [Michael G Washam](#)  
**Subject:** RE: Information Request  
**Date:** Tuesday, April 13, 2021 4:08:30 PM

---

More Hampton Inn Comment. I think they named it the wrong hotel.

Thanks,

Aaron R Bock, MCRP, JD, LEED AP  
Assistant RMA Director - Economic Development & Planning  
5961 South Mooney Blvd.  
Visalia, CA 93277  
559-624-7050 - Direct

-----Original Message-----

From: [tcweb-notify@tularecounty.ca.gov](mailto:tcweb-notify@tularecounty.ca.gov) <[tcweb-notify@tularecounty.ca.gov](mailto:tcweb-notify@tularecounty.ca.gov)>  
Sent: Tuesday, April 13, 2021 3:47 PM  
To: [RMAPublicRequest](#) <[RMAPublicRequest@tularecounty.ca.gov](mailto:RMAPublicRequest@tularecounty.ca.gov)>  
Subject: Information Request

Submitted: Apr 13, 2021 3:46 PM

NAME: Bob Powell  
EMAILADDRESS: [dinfgoboy47@gmail.com](mailto:dinfgoboy47@gmail.com)  
PHONE: (559)561-2220.  
PREFERREDCONTACTMETHOD: Email

MESSAGE: Regarding the proposed Ramada Inn wanting to build in Three Rivers.

NO NO and NO. The spot they want to put it is a well known Flood Plain. The water supply there is inadequate as well. The Comfort Inn was built on the same Flood Plain. Their Septic System has already failed. Polluting our River. Plus they promised low water landscaping. And failed to do it. They promised to have low light pollution. Failed there too. The LAST thing the people of Three Rivers want is another boondoggle right next door. This town already has far too many tourists for the Highway. And they litter. A LOT. I read that only half the Households in Three Rivers returned a census because so many are short term vacation rentals. The people that work in all our businesses now cannot find reasonable housing. Working for minimum wage and having to commute from Woodlake, Exeter, Farmersville and even Visalia. With gas prices set going up insanely, how can they even afford to come to work?

## Attachment 16

### Comments Received from Greg and Laurie Schwaller

April 22, 2021

TO: Hector Guerra, Chief Environmental Planner  
Tulare County Resource Management Agency  
via HGuerra@tularecounty.ca.gov

FR: Greg and Laurie Schwaller  
43857 South Fork Drive, Three Rivers, CA 93271  
via lschwaller1@wildblue.net

RE: DEIR Hampton Inn and Suites Three Rivers Project (SCH#2020110016), Comments from  
Greg and Laurie Schwaller, Three Rivers

Dear Hector:

Here are our comments re the above DEIR. Thank you for ensuring that the DEIR will address them. Please let us know by return email that you have received these comments timely.

The pages are not consecutively numbered in the DEIR document; we will be referring to page numbers per the way they are shown on the computer while scrolling through the document.

Trying to locate and access specific information in the DEIR document is very tedious. As requested previously, please issue these documents that are for review and comment by the general public in a format that is easily searchable via key words and page numbers and that has pages that are consecutively numbered throughout the entire document.

\* \* \* \* \*

**EXECUTIVE SUMMARY (p. 8):**

This summary briefly describes the proposed Project and then states that "The DEIR has been prepared consistent with the California Environmental Quality Act (CEQA)." Its intent is to inform the public and the Tulare County Planning Commission and Tulare County Board of Supervisors of the potential environmental impacts the proposed Project could have on resources as specified in the CEQA Guidelines. . . . CEQA requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An EIR is a public disclosure document designed to provide local and state governmental agency decision makers with an objective analysis of potential environmental consequences to support informed

decision-making. . . . This document focuses on issues determined to be potentially significant as discussed in the Initial Study and the public scoping process completed for this Project, as well as comments received on the Notice of Preparation (NOP) circulated by Tulare County in November 2020."

Unfortunately, the DEIR has not been prepared consistent with CEQA and therefore does not properly carry out its intent to inform the public and the County of the proposed Project's potential environmental impacts, as discussed below, so that informed decision-making can take place.

CEQA requires that the Project Description must include all components of the proposed project. The entire project must be described. The CEQA Guidelines define a "project" as "the whole of an action" that may result in either a direct physical environmental change or a reasonably foreseeable indirect change. A complete project description is necessary to ensure that the environmental impacts of the entire project are considered. A lead agency may not split a single large project into smaller ones resulting in piecemeal environmental review that fails to consider the environmental consequences of the entire project.

**Project Description** (p. 9, ES-2): "The Applicant is pursuing a Building Permit through Tulare County for the establishment of a 3-story, 105-guest room hotel and associated site improvements including a 108-stall parking lot, an outdoor swimming pool and a cabana building, septic system, and on-site storm drainage system." The Project Description is incomplete because it fails to describe all components of the entire project. Therefore, all of the studies (except the "Hampton Inn & Suites Report of Waste Discharge Technical Report" (see DEIR Appendices), on which the DEIR relies, and the NOP/IS comments, which are based on the information in the DEIR, are also incomplete because they are based on the incomplete Project Description.

As noted in our 12/01/20 comments on the NOP/IS/DEIR:

"Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation): The description mentions only the hotel, its driveway and parking lot, its laundry and outdoor swimming pool, and its septic system, new domestic well, and on-site storm drainage (with biofiltration option). It anticipates 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for an average total of 825 daily vehicle trips.

**The description does not mention the adjoining vacant lot north/west of the proposed hotel parcel and the service station, market, and restaurant that the owner of the lots plans to develop on that parcel, requiring the installation of a single wastewater system for the two**

**parcels..** On page 544 (now p. 1019 ff), details are provided "for the proposed Hampton Inn Hotel and future service station, market, and subway [sic], or equivalent, onsite wastewater treatment system. **The project is comprised of two undeveloped parcels (APN# -68-080-010 [2.81 acres] and 068-100-010 [1.58 acres]) that cumulatively comprise 4.39 acres and are located at 40758 Sierra Drive in three Rivers, California.**" **"These properties are owned by Satwant Sanghera .** The proposed development of the aforementioned parcels has site limitations (e.g. setbacks to wells, available space) that require the installation of a single wastewater system for the two parcels." The proposed hotel is to be developed on APN #068-080-010, while the "future Commercial Development on frontage lot (APN #068-100-010) includes a service station with 3 pump islands and a market, and Subway restaurant, or equivalent." "The proposed facilities will be located at the site shown in Appendix B." The 3R News online also reported that **"The two parcels . . . are where the 105 room three story Hampton Inn and secondary commercial development (3 pump island gas station, market, Subway restaurant or equivalent) are slated to be built."** [This information is repeated in the current DEIR on p. 1019.]

**The current IS/DEIR must be completely revised in order to describe the whole action involved, as defined above.** Once the revision is complete, covering the proposed plans and actions for both parcels, the revised IS/DEIR must be reissued for public comment."

**The County did not revise and reissue the NOP/IS/DEIR. The current DEIR is again not prepared consistent with CEQA's requirement to describe the "whole of the action involved. The current DEIR must be completely revised in order to describe the whole action involved, as defined above, covering the proposed plans and actions for both of the Applicant's adjoining parcels so that the studies and subsequent reviews and comments can be made on the whole project.**

Also requested in our 12/01/20 comments was some information about the Project proponent, as almost nothing can be found online about Ineffable Hospitality, Inc. The current DEIR does not respond to this request:

" Initial Study Checklist: What is the hotel ownership/development/management experience of Ineffable Hospitality, Inc./Haren-Deep Singh Sanghera and owners Sukhjinder and Kulvinder Sanghera? Construction of the proposed hotel/gas station/market/restaurant project would have a very large and lasting impact on Three Rivers, probably for many decades. **The IS/DEIR should fully describe the history of the Applicant, Ineffable Hospitality, Inc., and the owners in the planning, construction, and management of such projects and their impact on their surrounding communities.**"

**Please revise the current DEIR to include this Applicant/owner information.**

**Project Elements (p. 10, ES-3):** Here again, only the proposed hotel facilities are described, but not the whole project, which must include the elements for the upcoming gas station/market/restaurant, including description of these buildings and facilities, anticipated number of their employees, customers, deliveries, and shipments per day, average total of daily vehicle trips, and complete overall site plan and floor plans for both phases.

**Parking Facilities:** Parking for the gas station/market/restaurant must be described. Parking facilities for this portion of the proposed Project and/or the hotel portion should include parking for public transit (e.g., Park shuttle, van transport, etc.).

**Water and Sewer:** Wastewater treatment and potable water provision must be described for the whole project.

**Storm Drainage:** Storm drainage for the gas station/market/restaurant portion of the Project must be described.

**Landscaping:** Building heights, setbacks, and vegetative screening to minimize line-of-sight views from the public right-of-way for the gas station/market/restaurant portion of the Project must be described, and a map of the landscaping plan for this portion of the Project must be provided.

**To comply with CEQA, the Project Elements section must be revised to describe the whole project, including the elements for the upcoming gas station/market/restaurant development.**

**Project Objectives (p. 10 ff, ES-3):** The current DEIR states that "The proposed Project would implement many Three Rivers Community Plan goals, objectives, and policies" and lists several Objectives and Policies, but **the DEIR does not serve to promote the balance between economic development and the community's rural, scenic character and quality of life, as expressed in these citations.** The DEIR never mentions the community's long-emphasized goal of a mixed-use zone that would serve as Three Rivers' Town Center, providing a community gathering and events site, office and retail space for local businesses, a visitor and community information center, and a transit center; it must be revised to discuss this goal and the impact of approving the proposed whole Project on the achievement of this goal. Instead, the County continues to promote in that zone large-scale commercial hotel complex developments that would benefit their owners and visitors who want to stay in big-box motel/hotels, but offer few benefits to the community that would outweigh their costs.

The County cites, for example (p. 11), "**Objective 1.1 Development Compatibility:** Ensure compliance with the Community Plan to ensure compatibility between and within new and existing development." However, almost all of the existing development in Three Rivers is

relatively small scale, low profile, rustic, individualized, and compatible in size and character with the rural, small-town, "natural" environment of the community. Nowhere does the DEIR show how the proposed Project meets this compatibility compliance. It must be revised to do so.

"Policy 1.1.2 Mixed Uses to ensure that development to accommodate growth includes a balanced mix of residential, commercial, and public uses that enhance the community's economic vitality while maintaining its rural character and quality of life." Despite comments on the NOP/IS/DEIR requesting that it do so, nowhere in the current DEIR is there any clear description of the appearance of the proposed Project -- its style, its character, its materials, its colors, its scale. There are no illustrations of the proposed buildings or the landscaping, nothing to show the development in the context of its surroundings, nothing to indicate how the Project would maintain the rural character and quality of life of the community. The DEIR must be revised to show in detail how the proposed whole Project will be required to comply with this policy.

"Policy 1.2.1 New Development Compatibility to ensure that the size, type, and scale of new development in Three Rivers is compatible with the rural character of the community." See and apply here also comment on Policy 1.1.2 above.

"Policy 1.2.13 SL-3.3 Highway Commercial wherein the County shall require highway commercial uses to be located and designed to reduce their visual impact on the travel experience along State scenic highways and County scenic routes." When the proposed Project is built out, SR 198 will be faced with a 3-pump-islands gas station, market, and restaurant, backed by a large chain hotel and its appurtenances, blocking the current view of open land, hills, oak woodlands, and mountains, The DEIR must be revised to show in detail how the location and design of the whole proposed Project will reduce visual impact on the travel experience.

"Goal 2 Economic Vitality: A strong, diversified economic environment within Three Rivers which is consistent with the rural and visual atmosphere of the community." Again, nowhere does this DEIR show how the whole proposed Project is consistent with the rural and visual atmosphere of the community. It must be revised to do so.

"In summary, the proposed Project is consistent with and implements these and many other Three Rivers Community Plan goals, objectives, and policies." This whole section of the DEIR must be revised as indicated above to clearly describe and illustrate how the whole proposed Project would actually be consistent with and implement these and many other three Rivers Community Plan goals, objectives, and policies.

"Objective 1.1 Development Compatibility, Policy 1.1.4 Compatible Commercial Establishments, to encourage compatible commercial establishments necessary to serve residents and tourists that are commensurate with the scale and intensity of the community, preserve the environment, and which do not have to the extent feasible, significant traffic, light, noise or visual impacts to the community" (p. 11, ES-3): The whole proposed Project of a 105 room, three story Hampton Inn and its appurtenances and the 3-pump-islands gas station/market/restaurant complex on the lot immediately bordering SR 198 will be one of the largest commercial developments in Three Rivers, with not only a very large footprint, but also a very large scale of visual impact and intensity of development, very much out of the scale of the typical low-rise, much more individualized and significantly smaller commercial developments that are characteristic of Three Rivers' rural, small-town, largely "natural" environment.

The proposed Project appears to plan to do very little to preserve the environment and it will obviously have very significant impacts on traffic, light, and noise also. As it will be right next door to the existing 103-room Comfort Inn, it will create a substantial barrier to wildlife movement and to the scenic view to the south. The impacts to traffic on two-lane SR 198 of having two large adjacent hotels plus a gas station/market/restaurant in such close proximity, especially with westbound vehicles wanting to cross the eastbound lane to enter these multiple facilities could be severe and dangerous, and degrade the LOS on the highway -- especially since Caltrans has limited the Project to a single driveway (p. 1661). Of course, the consultant preparing the Traffic Impact Study was also unaware of the whole project, as the impacts of the gas station/market/restaurant were never considered (although it does mention a proposed 200-room hotel to be located on Old Three Rivers Road, 700 feet east of SR 198 nearby).

The DEIR also fails to address the impacts to light and noise of the 3-pump-islands gas station/market/restaurant complex, since the consultants conducting the studies related to these elements relied on the Lead Agency's Project Description, which failed to mention this highly impactful part of the whole Project. Only the Wastewater Treatment study addresses the whole Project and its estimated water use and wastewater generation.

The DEIR must be extensively revised to clearly describe and illustrate how the whole proposed Project will address these elements so important to the Three Rivers community and emphasized in the Three Rivers Community Plan: preserving/protecting the environment and minimizing traffic, light, and noise impacts.

Pages 1019-1021, in Appendix F, Wastewater Treatment, provide a minimal description of this commercial complex. Based on uses identified by the client, it will have a calculated total average monthly influent rate of 3420 gpd, with a cumulative anticipated flow of 17,145 gallons per day. The proposed wastewater treatment facility for the whole Project will be constructed

in two phases, with all the facilities constructed in the first (hotel) phase, except for the STEP tank to be installed in the second phase (gas station/market/restaurant). The consultant's client provided information on the estimated number of employees (6), gas pump islands (3, one with 2 multi-pump dispensers), retail space (4,000 sq. ft.), and fast food (e.g., Subway) restaurant space (1,000 sq. ft., 100 meals/day). (Note that there is already a Subway restaurant just up SR 198 from the proposed Project, at 40840 Sierra Dr./SR 198.)

The DEIR must be revised to completely describe and illustrate this follow-on phase of the Project and its operation. For example, what will these structures look like? What materials will they be built with? How will they be arranged on the site? How much parking will be provided? What will their hours of operation be? What will the retail space be selling? How many vehicles per day will likely use the Project's single driveway to get in and out of these facilities? How will this impact traffic flow and LOS on SR 198? How will they be lighted and signed? What will make them energy-efficient? How will they be landscaped and screened from SR 198? Will their lighting meet Dark Sky standards? How will the additional environmental impacts be mitigated? There should be at least one or two EV charging stations, perhaps in place of one of the fossil fuel pump islands. There should be a designated parking area on this parcel or the hotel parcel for public transit vehicles (e.g., TCAT bus, Sequoia Shuttle).

Once the description of this phase of the Project is complete, the entire DEIR must be revised to include this phase in all considerations of Project impacts and compliance with County, Foothill, and Three Rivers Community plans. All of the agencies and consultants must redo their studies and comments to include this phase. As CEQA requires, the DEIR must describe and address the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.

The DEIR states (p. 11) that "The proposed Project is intended to implement Applicant's strategic business plan by planning, designing, constructing, and operating a facility which is economically, technologically, and environmentally feasible." However, as noted and requested above and in the NOP/IS/DEIR comments, the DEIR fails to describe the Applicant/owner's business plan and experience in planning, designing, constructing, and operating such a facility, especially in a highly environmentally sensitive community such as Three Rivers; the DEIR should be revised to fully describe the Applicant/owner's business plan and experience with comparable projects.

**PROJECT BENEFITS** (p. 13 ff, ES-6): 1) The DEIR states that "The Project will facilitate the availability of overnight accommodations for visitors/tourists in the Three Rivers area by making available 105 rooms." The Feasibility Study prepared for the project forecasted an unaccommodated demand equivalent to 7.3% of the base-year demand. However,

"unaccommodated demand" referred only to individuals unable to secure accommodations in the market because all the local *hotels* were filled. This evaluation does not consider the reportedly over 200 (and growing) short-term rental houses (e.g. VRBOs, AirBnBs) in Three Rivers that are responding to visitors' increasing desire to stay in that type of "local home" accommodation as opposed to a "big box" chain hotel. **The DEIR should consider this growing short-term rental market in Three Rivers when evaluating the appropriateness and/or likelihood of the proposed Hampton Inn to meet the lodging needs of visitors to Three Rivers and our National Parks.** Does the Applicant/owner's strategic business plan include an evaluation of the impact of this short-term rental market on the need for and economic feasibility of the addition of a 105-room "big box" hotel in Three Rivers? (There are also two campgrounds in Three Rivers, and another one in Lemon Cove.)

2) The DEIR states that "The Project will directly create approximately 12 new, full-time jobs for Tulare County residents." On page 570, the DEIR states that Tulare County employed 169,300 people in 2020, so 12 new jobs doesn't seem like a very significant benefit. Page 574 terms this job increase as "up to 12 new jobs," most of them "low-skill jobs" "available to any able-bodied person." Presumably these would therefore be minimum-wage jobs. Would some of them also be only seasonal and/or part-time, in accordance with the great fluctuations in visitor numbers depending on the season (summer being the high season) and demand during the week (weekends and holidays higher)? Would there be any guarantee that Three Rivers residents would have first consideration for these jobs? Would these considerations apply to the upcoming 6 possible jobs in the gas station/market/restaurant complex? **The DEIR should fully describe the new jobs that the whole proposed Project would create and how those jobs would benefit Three Rivers residents,** whose quality of life would not be improved by this Project.

3) As described in 1) above, the construction of the proposed hotel would not at all necessarily keep visitors/tourists from having to drive to Visalia (or other communities) to find lodging in Three Rivers. A plethora of non-hotel accommodations are available in Three Rivers, including an estimated 200 short-term rentals and also two campgrounds. **The DEIR should consider the growing short-term rental market in Three Rivers and its campground accommodations also when evaluating the appropriateness and/or likelihood of the proposed Hampton Inn to keep visitors/tourists from driving to Visalia or other communities to meet their lodging needs. The DEIR should describe the probability and the amount of reduction of VMTs, air quality emissions, GHG emissions, and energy attributable to the occupancy of the Project hotel and discuss whether that reduction would offset the VMTs, air quality emissions, GHG emissions, and energy attributable to the construction and operation of the Project hotel.**

4) Simply listing Tulare County General Plan and Three Rivers Community Plan policies does not make clear how they will be applied and how the proposed whole Project's Applicant/owner

will be required to comply with them. Please refer to and apply comments on Project Objectives on pp. 4-12 above.

5) The DEIR states that "The proposed Project would generate sales taxes, transit occupancy taxes, and result in an overall increase in property valuation at the site." Presumably, this is true. However, these benefits of the proposed Project seem unlikely to benefit Three Rivers. While Three Rivers has been for decades consistently the chief source of TOT taxes accruing to the County, the County has consistently refused to allocate a portion of these taxes back to Three Rivers to help to allay some of the costs to the community and its vital environment generated by the construction and operation of the TOT-producing facilities, such as increasingly heavy traffic, increasingly damaged roads with no increase in County maintenance, increasing air, noise, light, and visual pollution, decreasing water security, decreasing quality of life, and increasing demand on local law enforcement and fire operations. This is not to mention the increasing difficulty of successfully evacuating the community in case of disasters such as wildfire or floods. The DEIR should be revised to show much more clearly the balance between the costs and the benefits of the proposed whole Project to the community. Who would actually benefit from this Project? What are its full, true costs? How would they be required (not just "encouraged") to be reduced?

**TABLE ES-1 ALTERNATIVES COMPARISON**, p. 18, ES-7: This table is a rather specious comparison of the alleged advantages and disadvantages of various alternatives to the proposed Project. In light of the fact that the County (and the Applicant/owner?) chose to violate the CEQA requirement to describe the whole Project, part of a beneficial Alternative could be to require the Applicant/owner to abandon the upcoming portion of the proposed Project, the 3-island gas station/market/restaurant, and instead construct on that parcel of his property a public transit stop (e.g., for TCAT, the Sequoia Shuttle, and local sightseeing services), a carpool/van pool/ride-share stop, and at least two EV charging stations, which could actually help to meet Caltrans' recommendations, reduce VMTs and GHG emissions, and benefit the visitors/tourists staying at the hotel, most of whom would be planning to visit Sequoia National Park and could take advantage of these environmentally friendly transportation options. This alternative could include a pedestrian walkway linking the hotel to these services and a bikeway/walkway connecting the hotel to "downtown" Three Rivers. Well landscaped with primarily native plants, this alternative could provide a multi-purpose buffer between the hotel and the highway, reducing noise, masking lights, softening the visual pollution of the hotel, providing enriched habitat to mitigate that lost to the hotel development, and providing natural storm drainage, on-site storm water retention and detention, and groundwater recharge, thus serving to help protect water quality in the river right across the road and the groundwater. A walking path on this parcel could offer guests an opportunity for relaxation and exercise. Informational kiosks or displays could educate visitors

about the local community, native plants and animals, local attractions and services, the Kaweah River and its forks, local history and pre-history, and other useful subjects. And there would be no air, soil, and groundwater polluting fossil fuel dispensing gas station. Additionally this much more "natural" development of the highway-fronting parcel could be helpful for flood water abatement; haven't the Applicant/owner's parcels been flooded in the past by the nearby river? It would also, by eliminating the gas station/market/fast food restaurant, greatly reduce traffic impacts and noise. There are already two gas stations right up the road from the proposed Project, as well as two markets and two fast food restaurants (as well as a full-service, sit-down restaurant), so it is not at all clear how the Applicant/owner's proposed redundant development would be of any benefit to the community or its visitors. **The DEIR should be revised to offer at least one such beneficial Alternative as the one described above that would enable the Project to actually benefit the community and meet some of the goals and comply with some of the policies in the County's General Plan and Three Rivers' Community Plan.**

p. 35, Chapter 1 - Introduction, Identification of Potentially Significant Impacts: "(a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. (1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage. (2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment." [emphasis added]

"IDENTIFICATION OF POTENTIALLY SIGNIFICANT IMPACTS: CEQA Guidelines Section 15002 (h) addresses potentially significant impacts, to wit, "CEQA requires more than merely preparing environmental documents. The EIR by itself does not control the way in which a project can be built or carried out. Rather, when an EIR shows that a project could cause substantial adverse changes in the environment, the governmental agency must respond to the information by one or more of the following methods: (1) Changing a proposed project; (2) Imposing conditions on the approval of the project; (3) Adopting plans or ordinances to control a broader class of projects to avoid the adverse changes;(4) Choosing an alternative way of meeting the same need;(5) Disapproving the project;(6) Finding that changes in, or alterations, the project are not feasible.(7) Finding that the unavoidable, significant environmental damage is acceptable as provided in Section 15093." [emphasis added]

p. 36, "CONSIDERATION OF SIGNIFICANT IMPACTS: . . . The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical

resources, scenic quality, and public services. . . . Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas." [emphasis added]

p. 37 (A)The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR."

**Chapter 2 Figures** -- The Figures for this chapter (Figure 2-1 through 2-5c), beginning on p. 49, are too small to be read. As commented on in the NOP/IS/DEIR, the DEIR must be revised to provide them in such a way that they can be magnified and searched so that readers can decipher them and gain the information they are intended to provide. For example, Figure 2-4 - Overall Site Plan shows the site plan for the hotel on its parcel, but it also has text and drawings on the adjoining highway-fronting parcel, the site of the upcoming gas station/market/restaurant, which are too small to be read, even with a magnifying glass.

**Chapter 3 - Impact Analysis, Aesthetics (3.1), p. 56, p. 3.1-1, Three Rivers Community Plan**

**Update:** The DEIR states that "Three Rivers is a standalone destination unique in its natural and social ambiance. A gateway to the Sequoia and Kings Canyon National Park, it is a destination that the residents are proud of. The County acknowledges the strong views its residents hold as to how its future is managed and history protected." This paragraph does not mention that the County adopted the Three Rivers Community Plan Update on June 26, 2018, nor does it mention that several of the community's chief objectives, such as a Dark Sky Ordinance and corresponding plan/goals/policies/implementation measures, a Town Center site specific plan, an Oak Woodlands Management Plan, and an Urban Forest plan , were, shockingly, not included in the adopted plan as expected, but were simply listed at the end as something the County might consider working on in the future. The County has had almost three years in which to complete these vital parts of the Three Rivers Community Plan Update, but it appears not to have worked on any of them, per several follow-up calls from concerned citizens. The County should not permit any major developments, such as the proposed Project, in Three Rivers until it completes and adopts these critical plan portions so important to the community's vision, goals, and objectives, in order to ensure that such developments will comply with them. Community members working with County planning staff throughout the years when the County sporadically provided staff to work on the Three Rivers Community Plan Update provided extensive material on these measures and even offered to draft them for the

County (this offer was rejected). If the County has the time to work on one DEIR after another in support of Applicants wanting permission to construct major developments in Three Rivers, it seems reasonable that the County should be able to find the time to complete the Three Rivers Community Plan Update. This would provide much clearer and more complete guidelines for future Applicants and would help to prevent significant negative impacts on the environment, health, safety, welfare, economy, sustainability, and quality of life of this unique, scenic, historic, habitat-rich, rural gateway community, while promoting responsible, compatible, sustainable development.

**REGULATORY SETTING**, p. 58 (3.1-1): This paragraph cites Tulare County General Plan 2030 Update, but does not cite the Three Rivers Community Plan Update, adopted in June, 2018. The DEIR should be revised to include and emphasize the goals, policies, and implementation measures of the Three Rivers plan.

p. 59: "The Tulare County General Plan 2030 Update includes a number of goals and policies relating to scenic protection of County resources. The Framework Concepts (3) addresses Scenic Landscapes: "The scenic landscapes in Tulare County will continue to be one of the County's most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent."

[emphasis added]

The impact of the proposed Project to Aesthetic/Visual Resources will be significant, and will be especially significant in Three Rivers because the beauty of the environment is key to the community's economy, which is based primarily on tourism and recreation, and to its attracting a stable residential base. Protecting Three Rivers' exceptionally aesthetic environment is of prime importance not only to the community, but also to the County as a whole, since Three Rivers provides a significant share of tourism tax revenue to the County while also providing a beautiful, readily-accessible resort area for Valley residents, and a scenic landscape viewshed to the east of many who live in the Valley.

The County's General Plan, its Foothills Growth Management Plan, and the Three Rivers Community Plan emphasize the importance of protecting and preserving scenic landscapes and community character:

Tulare County's General Plan opens with statements of its values. The first of these is, **"The beauty of the County and the health and safety of its residents will be protected and enhanced."**

The General Plan's Framework Concept 4-Natural and Cultural Resources states that, "As Tulare County develops its unincorporated communities, **the County will ensure that development occurs in a manner that limits impacts to natural and cultural resources** through the

implementation of its Goals and Policies and through proper site planning and design techniques."

The General Plan's Planning Framework Goals and Policies Report 2.1 General PF-1 is "To provide a planning framework that promotes the viability of communities . . . while **protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County.**

LU-7.9 Visual Access: "The County **shall require new development to maintain visual access to views of hillsides, creeks, and other distinctive natural areas by regulating building orientation, height, and bulk.**"

LU-7.14 Contextual and Compatible Design: "The County shall **ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.**"

SL-1 "To protect and feature the beauty of Tulare County's views of working and natural landscapes."

SL-1.1 Natural Landscapes: "During review of discretionary approvals . . . , the County shall as appropriate, **require new development to not significantly impact or block views of Tulare County's natural landscapes.** To this end, the County may require new development to:

- 1. Be sited to minimize obstruction of views from public lands and rights-of-ways.**
- 2. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape.**
- 3. Screen parking areas from view.**
- 4. Include landscaping that screens the development.**
- 5. Limit the impact of new roadways and grading on natural settings, and**
- 6. Include signage that is compatible and in character with the location and building design.**

7.2 Scenic Corridors and Places, SL-2.2 Gateways to the Sequoias: "The County shall **ensure that the 'gateway highways' (State Highway 190 and State Highway 198) to the Sequoias feature the County's unique history and scenery by:**

- 1. Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design,**
- 2. Protecting primary viewsheds from development,**
- 3. Prohibiting development of highway commercial projects that do not respond to their physical cultural context, and**
- 4. Featuring the community centers/main streets of the gateway communities of Three Rivers and Springville.**

The **Foothills Growth Management Plan** also emphasizes the importance of aesthetics and visual resources and preservation and protection of scenic landscapes and vistas and of community character:

FGMP-1.6 Establish Citizens Advisory Committee: **"A citizen's advisory committee representative of residents of the affected area shall be utilized in any specific plan undertaken which impacts an established community."**

FGMP-4.1 Identification of Environmentally Sensitive Areas: **"The County shall identify and protect those environmentally sensitive areas in the foothill development corridors which should be maintained as open space, such as areas characterized by floodplains, . . . habitat of special status species, and scenic vistas."**

FGMP-6.1 Preservation of Scenic Highways: **"The County shall ensure that the visual qualities of State Highways 190 and 198 and County scenic routes are maintained and protected against obtrusive development improvements."**

The **Three Rivers Community Plan** also emphasizes the importance of aesthetics and visual resources:

"The purpose of the Three Rivers community plan is to preserve and protect the values, character and assets of the community, including preservation of its historical rural character and valuable natural resources, while ensuring that economic growth remains vibrant and sustainable, consistent with the desired character of the community. Three Rivers possesses significant historical and cultural resources that the community wishes to preserve and maintain as the area grows. One of the shared visions for Three Rivers is a community that contains a strong central core area with clustered commercial development, which can help create a focal point or town center for the community, and can also reinforce a sense of place and community identity. The community plan will help to maintain a rural atmosphere, while ensuring that an appropriate type and scale of future development is provided for, along with adequate community infrastructure while protecting natural resources, and upholding community values."

Three Rivers Community Plan Vision Statements: (1) Create a Town Center or centers with a concentration of commercial, retail and social uses to help strengthen Three Rivers as a livable community. (2) Establish standards for signage that balance practical business considerations with community design standards. (3) Develop noise standards reflective of a Foothill and Canyon Community Environment. (4) Establish standards for fences. (5) Apply Rural Compatibility Standards through the County Project Review Committee process. (6) Establish Lighting Standards for Dark Sky conservation and protection. (7) Protect and preserve oak, sycamore and cottonwood woodlands. (8) Preserve Visual Resources, including viewsheds and ridgelines. (9) Preserve Historical, Cultural and Archaeological Resources including the Kaweah Post Office, Historical Bridges, and Native American Cultural Resources. (10) Provide Land Uses consistent with community character including an Urban Development Boundary (UDB) that is

contiguous with the existing Planning Area Boundary. (11) Ensure adequate land use supplies for residential, commercial, industrial, and public uses to accommodate future growth and ensure the community's economic viability. (12) Manage growth. (13) Ensure compatibility between land use types and intensities. (14) Encourage a diversity of housing options for all Three Rivers residents, including affordable housing for families, seniors, and National Park Service employees. (15) Ensure that future development is compatible with existing development and the natural environment. (16) Establish rural compatibility standards. (17) Establish vegetation standards. (18) Establish Setback standards for residential development. (19) Establish Streetscape guidelines for roadways, paths and sidewalks. (20) Develop a Traffic Circulation Plan with management strategies and improvements to increase safety and community access. (21) Develop a Community Park. (22) Preserve the Kaweah River, in its natural course through the community.

Goal 1: Compatible Development: Maintain the Rural Gateway Character of Three Rivers through land uses and new development that are compatible and consistent with the existing development in Three Rivers, preserve the unique visual and community character and natural environment and create a distinct sense of place.

1.1.12 LU-4.5 Commercial Building Design: The County shall encourage that new commercial development is consistent with the existing design of the surrounding community or neighborhood by encouraging similar façades, proportionate scale, parking, landscaping, and lighting that provides for night sky conservation and protection.

1.1.13 LU-7.4 Streetscape Continuity in Town Centers: The County shall ensure that streetscape elements in Town Centers (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community including incorporating walkable community concepts and context sensitive standards.

1.1.15 LU-7.14 Contextual and Compatible Design: The County shall ensure that new development respects Three Rivers' long heritage by requiring that development respond to its context, be compatible with the traditions and character of the community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.

1.2.2 Visitor Serving Uses: Encourage visitor serving uses which are low intensity, and which do not have negative traffic, noise or visual impacts to the community.

1.2.3 SL-2.2 Gateways to the Sequoias: The County shall ensure that the "gateway highway" (SR 198) to the Sequoias features the County's unique history and scenery by: a. Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design, b. Protecting primary viewsheds from development c. Prohibiting development of highway commercial projects that do not respond to their physical or cultural context.

1.3.5 Signage Standards: Require standards for signage in Three Rivers, including regulations for: size, height, scale, color, lighting, and material. Incorporate Caltrans signage standards with community standards, as they apply to SR198. a. Balance reasonable business considerations with community design standards that are feasible to direct persons within appropriate sight distances that will determine, size, height, and bulk .b. Prohibit the use of exterior neon or blinking signs and source lit signs.

1.3.6 Lighting Standards: Establish lighting standards and guidelines as feasible and appropriate to minimize light pollution, glare, and light trespass and to protect the dark skies in Three Rivers. a. Require outdoor light fixtures on public and private property to be fully shielded. b. Externally illuminated signs, displays, and building identification shall use top mounted light fixtures which shine light downward and which are fully shielded. c. Require motion sensors for security purposes, rather than intrusive security lights. d. Require that lights are pointed in a downward direction, and are turned off when not in use or if the business is not open. e. Restrict the use of commercial lights during nighttime hours to indirect, non-glaring lighting. f. Consider the International Dark Sky Association Model Ordinance to establish lighting standards and guidelines to minimize light pollution, glare, and light trespass.

1.3.7 Vegetation Standards: Establish vegetation standards for residential and commercial development, and encourage the use of native vegetation in landscaping, when visible to common roadways. a. Encourage the use of drought resistant vegetation. b. Minimize the disturbance of existing vegetation. c. Prohibit the use of invasive plant species.

1.3.9 Fencing Standards: Establish standards for fences and other similar structures to ensure that they are aesthetically pleasing, and compatible with the character of the neighborhood.

Goal 4: Protection And Conservation Of The Environment: Land use patterns and design solutions which protect and conserve the environmental quality and natural beauty in Three Rivers. Objective 4.1 Protection of the Natural Environment: Protect the natural environment by prohibiting land uses, activities, and development patterns that will have an adverse effect on the environmental quality of Three Rivers.

4.1.1 Preserving the Natural Environment: Maintain a serene and attractive natural environment by prohibiting land use activities that create excessive and unwanted noise and/or light in the community.

4.3.1 Removing Native Trees: Removal or grading around native trees (6" or larger in diameter at breast height (measured at 1.4 m above ground)) which may disturb the root system shall not be allowed during the construction process unless the County deems it is necessary because of road alignment or infrastructure improvements. In the event that mitigation is required resulting from such improvements, it shall be mitigated to the extent feasible.

4.3.2 Removing Native Trees-Exceptions: Removal of native trees in designated open space areas or on private property shall not be allowed unless the health, safety or welfare of

residents associated with the on-site or adjacent development is endangered. In the event that mitigation is required resulting from such removal, it shall be mitigated to the extent feasible. Any trees proposed for removal must be indicated on the submitted site plan with accompanying information stating the reason for tree removal.

Objective 4.4 Native Vegetation and Habitat: Protect and preserve native vegetation and wildlife habitat areas.

4.4.1 Unnecessary Removal of Native Trees: Prohibit to the extent allowed by law unnecessary removal of native trees on development sites prior to the approval of development plans to control erosion, preserve wildlife habitat, and maintain the natural character of Three Rivers.

4.4.2 Removal of Natural Vegetation: Restrict to the extent feasible and appropriate the removal of natural vegetation, except for wildland fire prevention purposes.

4.4.4 Ensure Appropriate Landscaping: Ensure to the extent feasible and appropriate that landscaping of development contains plant material compatible with the surrounding native vegetation.

4.4.5 ERM-1.7 Planting of Native Vegetation Including Investigation of establishing an Urban Forestry Program. The County within the Three Rivers Area shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation and wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained.

Objective 4.5 Visual Resources: Preserve visual resources in Three Rivers, including viewsheds and ridgelines.

4.5.2 Proposals Subject to County Project Review Committee: New development proposals may be subject to County Project Review Committee to ensure minimal impacts to visual resources including but not limited to significant native trees and oak woodlands, erosion, and night sky protection. Projects subject to Project Review Committee review requirements shall be determined by the Planning Director, Planning Commission, or Board of Supervisors.

4.5.3 Design Quality: Ensure the quality of design of structures along SR198 to maintain the visual quality of the views from the Highway.

Goal 8: Enhance Community Character: Enhancing attributes in a community to make it special, both in terms of the natural and built environment and its population.

Objective 8.1 Foothill Identity: To maintain the natural beauty of the Three Rivers Area while allowing focused growth in identified growth areas.

The DEIR should be extensively revised to clarify, detail, and illustrate (including color illustrations) how the whole proposed Project will comply with and further the goals and objectives of the Three Rivers Community Plan Update as well as those of the Tulare County General Plan and the Foothill Growth Management Plan.

**SL-2.1 Designated Scenic Routes and Highways, p. 61 (3.1-1)**: Note that despite having included in its General Plan since 1975 a Scenic Highways Element (and also in its 1981 Foothill Growth Management Plan), the County has never yet designated a County scenic route or gotten a State scenic highway designation for SR 198 or SR 190. Too often, action plans and mitigation measures are vague and/or toothless, timelines for accomplishment get stretched to vapor, and inspiring, sensible, beneficial, and necessary policies are never implemented or carried out. The Three Rivers community does not want this to be the case with its plan and the plan's implementation and enforcement.

**IMPACT EVALUATION: Will the proposed Project a) Have a substantial adverse effect on a scenic vista? Impact Analysis; Less Than Significant Impact, p. 62 (3.1-1)**: The Impact Analyses in Chapter 3 are almost all invalid because they fail to disclose and discuss the impacts of the whole proposed Project, since they do not mention the impacts of the upcoming gas station/market/restaurant development on the Applicant/owner's adjacent parcel bordering SR 198. The DEIR's Impact Evaluation chapter must be completely revised to include a full evaluation of the impacts of the whole Project.

As for the proposed Project's impact on a scenic vista, the discussion should be revised to state that there are views of foothills in every direction from the Project site, and of imposing mountains in most directions. Additionally, the citizens participating in the many research and planning sessions with County staff for the Three Rivers Community Plan Update insisted on a maximum building height of three stories in the community, not to exceed, as I recall, about 36 feet, NOT the 75 feet stated in this evaluation paragraph. Note that the following paragraph, Cumulative Impact Analysis, states that the hotel "will be three stories (34'-8" in height; the C-2-MU-SC zone allows a maximum height of 35 feet)." Further, the upcoming gas station/market/restaurant complex and its parking lot will be located very near the edge of SR 198; the exact distance must be specified and illustrated in the revised DEIR. How can the County suddenly define a scenic vista as only a "**designated scenic vista**?" How would this designation be made, and by whom? What would be its criteria? How would it be signified? If a scenic view is only one somehow so designated, then, as far as I know, there are no scenic views anywhere on SR 198 or on the Generals Highway through Sequoia National Park, Sequoia National Forest, and into Kings Canyon National Park. Is there no scenery or scenic value without a sign that says there is?

The Definitions on p. 68, 3.1-1, define "Scenic landscapes - Landscapes that include agricultural lands, woodlands, forestlands, watercourses, mountains, meadows, structures, communities, and other types of scenery that contribute to the visual beauty of Tulare County. Natural Landscapes - An expanse of naturally-formed scenery that contribute to the visual beauty of Tulare County. . . . Viewshed - an area of land, water, or other environmental features that is visible from a fixed vantage point. Viewsheds tend to be areas of particular scenic or historic value that are deemed worthy of preservation against development or other change." Do scenic landscapes, natural landscapes, and viewsheds not exist unless they are somehow so designated? The DEIR must be revised to define and explain "**designated scenic vista**" and how it applies to the County's scenic routes and highways and the discussions of and goals and policies relating to scenic values in the County's General Plan, the Foothills Growth Management Plan, and the Three Rivers Community Plan.

Cumulative Impact Analysis: Less Than Significant Impact, p. 63, E-3.1-1: The DEIR must revise this paragraph and its finding, along with all the other Impact Analysis paragraphs, to include a full discussion and evaluation of the impacts of the whole Project, including the upcoming planned gas station/market/restaurant. This paragraph notes that the proposed Project is screened by existing cottonwood trees along its frontage of SR 198. It should also note that in or about December, 2008, and/or January, 2009, all of these cottonwood trees were cut to the ground, along with all the mature oak trees bordering the opposite boundary line of the two adjacent parcels owned by Saki Sanghera at 6425 E. Hatch Rd. in Hughson, CA. The fast-growing cottonwoods have been growing back since then, but the many beautiful oaks that were destroyed have not regenerated. That wanton, senseless destruction spurred a campaign to protect and preserve the County's valuable oaks and oak woodlands. The Board of Supervisors consequently promised in 2009 that the County would prepare and adopt an Oak Woodland Management Plan, perhaps even before the County's General Plan Update was completed. That Plan has never been prepared or adopted. A Three Rivers Voluntary Oak Woodland Plan was prepared as part of the Three Rivers Community Plan Update, adopted in 2018. The County has never taken the steps to get the plan approved by the State and implemented.

This paragraph states "As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers that would impact aesthetics, the proposed Project will not significantly contribute to the overall visual character or quality of the site and its surroundings." What is the logic of this assertion? Are there currently any other hotel (or motel) development proposals in the Three Rivers area at all? Are there some that would not impact aesthetics? What do these other proposals have to do with the proposed Project's

contribution to the overall visual character or quality of its site and surroundings? The DEIR must be revised to delete this sentence or rewrite it so that it makes sense.

Figure 3.1-1 Landscape Plan, p. 66, 3.1-1: The Plan cannot be read because it has been shrunk from a much larger format so that the text is so tiny that it is indecipherable even with a magnifying glass. The DEIR must be revised to show the Landscape Plan for the whole proposed Project, including the upcoming planned gas station/market/restaurant, and it must be formatted so that readers can expand it and search it in order that they may be informed of the Plan.

Chapter 4 - Summary of Cumulative Impacts, p. 551, p. 4-17: This entire section of the DEIR (including Table 4-2, beginning on p. 552) must be revised to take into account the cumulative impacts of the proposed whole Project, including the upcoming planned gas station/market/restaurant.

Chapter 5 - Alternatives, p. 556 ff, p. 5-1 ff: This entire section of the DEIR (including Table 5-2, on p. 568) must be revised to take into account the ramifications and cost/benefit analysis of the proposed whole Project, including the upcoming planned gas station/market/restaurant on the Applicant/owners' adjoining parcel fronting on SR 198.

Appendices, p. 604 ff: As discussed earlier, all of the consultants' reports in the Appendices, except for the report of ALD General Engineering, Inc., must be redone on the basis of a complete Project description that includes the upcoming gas station/market/restaurant of the whole Project plan. It appears that only ALD General Engineering, Inc., in Appendix F: Wastewater Treatment, was aware of the whole plan of the proposed Project, as outlined in their report, "Hampton Inn & Suites Report of Waste Discharge Technical Report."

\* \* \* \* \*

As the comments we made on the NOP/IS/DEIR have not been responded to or acted on in the current DEIR, we repeat them here (the page numbers cited are per the NOP/IS/DEIR) as comments on the current DEIR, so that they may be effectively addressed:

December 1, 2020

TO: Hector Guerra, Chief Environmental Planner  
Tulare County Resource Management Agency  
via hguerra@co.tulare.ca.us

FR: Greg and Laurie Schwaller  
43857 South Fork Drive, Three Rivers, CA 93271

via Ischwaller1@wildblue.net

RE: Initial Study for DEIR Hampton Inn and Suites Three Rivers Project (CEQ 20-004),  
Comments from Greg and Laurie Schwaller, Three Rivers

Dear Hector:

Here are our comments re the above IS/DEIR. Thank you for ensuring that the DEIR will address them. Please let us know by return email that you have received these comments timely.

\* \* \* \* \*

p. 2 -- Initial Study Checklist: What is the hotel ownership/development/management experience of Ineffable Hospitality, Inc./Haren-Deep Singh Sanghera and owners Sukhjinder and Kulvinder Sanghera? Construction of the proposed hotel/gas station/market/restaurant project would have a very large and lasting impact on Three Rivers, probably for many decades. **The IS/DEIR should fully describe the history of the Applicant, Ineffable Hospitality, Inc., and the owners in the planning, construction, and management of such projects and their impact on their surrounding communities.**

p.2 Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation): The description mentions only the hotel, its driveway and parking lot, its laundry and outdoor swimming pool, and its septic system, new domestic well, and on-site storm drainage (with biofiltration option). It anticipates 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for an average total of 825 daily vehicle trips.

**The description does not mention the adjoining vacant lot west of the proposed hotel parcel and the service station, market, and restaurant that the owner of the lots plans to develop on that parcel, requiring the installation of a single wastewater system for the two parcels..** On page 544, details are provided "for the proposed Hampton Inn Hotel and future service station, market, and subway [sic], or equivalent, onsite wastewater treatment system. **The project is comprised of two undeveloped parcels (APN# -68-080-010 [2.81 acres] and 068-100-010 [1.58 acres]) that cumulatively comprise 4.39 acres and are located at 40758 Sierra Drive in three Rivers, California.**" **"These properties are owned by Satwant Sanghera .** The proposed development of the aforementioned parcels has site limitations (e.g. setbacks to wells, available space) that require the installation of a single wastewater system for the two parcels." The proposed hotel is to be developed on APN #068-080-010, while the "future Commercial

Development on frontage lot (APN #068-100-010) includes a service station with 3 pump islands and a market, and Subway restaurant, or equivalent." "The proposed facilities will be located at the site shown in Appendix B." The 3R News online also reported that **"The two parcels . . . are where the 105 room three story Hampton Inn and secondary commercial development (3 pump island gas station, market, Subway restaurant or equivalent) are slated to be built."**

**The current IS/DEIR must be completely revised in order to describe the whole action involved, as defined above.** Once the revision is complete, covering the proposed plans and actions for both parcels, the revised IS/DEIR must be reissued for public comment.

p. 7 -- NOTE: Figure 4 - Overall Site Plan appears to indicate some fixtures or features on the gas station/market/restaurant parcel in the first phase related to the development of the hotel parcel, but it **does not show any of the rest of the development (apparently in phase 2) for the gas station parcel.** Most of the labels on the Site Plan cannot be read on the e-version of the IS/DEIR, a hindrance to the viewer's understanding of the plan, which should be corrected. **The Overall Site Plan must be revised in order to depict all of the planned facilities.**

p. 11 -- Environmental Factors Potentially Affected: **The checklist must be revised by adding an X to Aesthetics, to Noise, and to Land Use/Planning,** as these factors will certainly be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact." Evaluation answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

p. 13 --- Aesthetics: **The ratings of "Less than Significant"** for "substantial adverse effect on a scenic vista," "substantially degrade the existing visual character or quality of public views," "conflict with regulations governing scenic quality," and "create a new source of substantial light or glare which would adversely affect day or nighttime views in the area" **should be changed to "Significant Impact" or, at best, "Less than Significant Impact with Mitigation."**

p. 14 -- California Scenic Highway Program: The proposed project is immediately adjacent to SR 198, which is an **Eligible State Scenic Highway**. The natural scenic beauty of this highway should be protected and enhanced through special conservation treatment. In 2006, the Three Rivers Village Foundation, with the support of CalTrans, made a major effort to get 16 miles of SR 198 designated as State Scenic Highway, to enhance and protect regional identity, promote local tourism, and secure eligibility for grant funding for maintenance. At the April 25 Supervisors' meeting, as a result of a presentation by the Village Foundation, the Supervisors voted unanimously in favor of pursuing the Scenic Highway designation, but it was not obtained. The Scenic Highways Element of the Tulare County General Plan was adopted by the

Board of Supervisors in 1975. In 1981, the Foothill Growth Management Plan also recognized that scenic highways (and byways) should be designated and protected from obtrusive and inappropriate development. The Tulare County **General Plan 2030 Update SL-2.1 Designated Scenic Routes and Highways** "is intended to protect views of natural and working landscapes along the County's highways" and "encourages citizen and private sector initiatives to promote and protect such areas." **The proposed hotel/gas station/market/restaurant project would significantly impact the natural scenic beauty of SR 198 in Three Rivers. This impact and how it could be mitigated must be addressed in the IS/DEIR.**

p. 14 -- The County's General Plan 2030 Update: Chapter 7 - Scenic Landscapes, LU-7.14 Contextual and Compatible Design: **The General Plan states** that "the County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures." Nowhere in the IS/DEIR is there any depiction of what the proposed hotel/gas station/market/restaurant project will look like in terms of its scale, architecture, details, colors, landscaping, signage, lighting, etc. and its relationship to the highway, the surrounding landscape, and the scenic viewshed.

**The IS/DEIR must be revised to fully describe and illustrate how the proposed project will respond to its rural foothill village context** with scenic mountain views and a river across the road; **be compatible with the rural small-town community of Three Rivers, with its traditions and character** of ranching, specialty agriculture, historic community events, artists and artisans, close ties to the nearby National Parks and other nearby public lands, including Lake Kaweah, that enhance its quality of life and bring it many visitors, and hospitality to the hundreds of thousands of tourists from all over the world who experience the community as the gateway to Sequoia National Park, in addition to the many visitors from the local area who come to Three Rivers to enjoy its scenic beauty, its rivers, its dark skies, its unique events and businesses and its small-town charm; and **its compatibility with the scale of surrounding structures.**

Unfortunately, the Comfort Inn, the structure immediately adjacent to the proposed project is one of the largest structures in all of Three Rivers. None of the other structures visible from the project area is on anywhere near that scale. Putting an even larger project right next to the Comfort Inn, parking lot to parking lot, greatly magnifies the impact of the inappropriate scale of the proposed project and blots out a lot more of the scenic view. It increases the incompatibility of the development with the rural, small-scale, natural context and character of Three Rivers.

pp. 14-15 -- Three Rivers Community Plan: **Goal 1: Compatible Development: "to maintain the Rural Gateway Character of Three Rivers through land uses and new development that**

**are compatible and consistent with the existing development in Three Rivers, preserve the unique visual and community character and natural environment and create a distinct sense of place.** Clearly, a big-box, 3-storey chain hotel is incompatible with the great majority of the existing development in Three Rivers and does nothing to preserve the unique visual and community character and natural environment and create a distinct sense of place. Looking online at photos of dozens of Hampton Inns across the country, one sees an almost complete lack of effort to preserve unique visual and community character and natural environment and create a distinct sense of place. However, there are a few examples of Hampton Inns which have made at least some effort to remedy these failures, viz.: Flagstaff, Manchester, Lexington, Miami, Richmond, Jekyll Island, Moab, Gettysburg, and Hudson. **The IS/DEIR must be revised to specifically describe and illustrate the measures that the proposed hotel/gas station/market/restaurant project will take in order to be compatible and consistent with the majority of existing development in Three Rivers, preserve the town's unique visual and community character and natural environment , and help to create its distinct sense of place.**

p. 15 -- 1.2.19 FGMP-6.4 Development Within Scenic Corridors: "The County shall require that projects located within a scenic corridor be designed in a manner which does not detract from the visual amenities of that thoroughfare."

p. 15 -- 1.3.4 Setbacks: "Require adequate setbacks for residential, commercial, and industrial uses, including side and rear yards, landscaping and screening, as determined by the County Project Review Committee." The IS/DEIR shows no setbacks, landscaping, or screening for the proposed hotel/gas station/market/restaurant project. **The IS/DEIR must be revised to specifically describe and illustrate the setbacks, landscaping, and screening that will be provided for the proposed project. Landscaping and screening should be primarily drought-tolerant plants, preferably native plants wherever possible, and landscaping should include bioswales to reduce and cleanse run-off from paved areas.**

p. 15 -- 1.3.5 Signage Standards: "Require standards including regulations for size, height, scale, color, lighting, and material. Incorporate Caltrans signage standards with community standards." "Balance reasonable business considerations with community design standards that are feasible to direct persons within appropriate sight distances that will determine, size, height, and bulk." "Prohibit the use of exterior neon or blinking signs and source lit signs." There is nothing in the current IS/DEIR showing the proposed signage for the proposed hotel/gas station/market/restaurant project. **The IS/DEIR must be revised to specifically describe and illustrate the signage that will be provided for the proposed project, including its size, height, scale, color, lighting, and material.**

p. 15 -- 1.3.6 Lighting Standards: "To minimize light pollution, glare, and light trespass and to protect the dark skies in Three Rivers," light fixtures to be fully shielded; externally illuminated

signs, displays, and building identification shall use top mounted light fixtures which shine light downward and which are fully shielded; require motion sensors for security purposes, rather than intrusive security lights; lights to be turned off when not in use or when the business is not open; commercial lights during nighttime restricted to indirect, non-glaring lighting; International Dark Sky Association Model Ordinance lighting standards and guidelines to minimize light pollution, glare, and light trespass. **The IS/DEIR must be revised to specify how the proposed lighting for the proposed hotel/gas station/market/restaurant project will minimize light pollution, glare, and light trespass, and protect the dark skies of Three Rivers.**

p. 15 -- Vegetation Standards: "To establish vegetation standards for residential and commercial development," encourage the use of native vegetation in landscaping, encourage the use of drought-resistant vegetation, minimize the disturbance of existing vegetation, and prohibit the use of invasive plant species. **The IS/DEIR must be revised to specifically describe and illustrate the vegetation that will be provided for the proposed hotel/gas station/market/restaurant project. Vegetation should be primarily drought-tolerant plants, preferably native plants wherever possible, and should not include any invasive species. Existing vegetation, especially native oaks, including their drip lines, must not be disturbed.**

pp. 15-16 -- a) Less Than Significant Impact: "For purposes of this proposed Project, a scenic vista is defined as an area that is designated, signed, and accessible to the public for the purpose of viewing and sightseeing." What is the reason and what is the justification for this completely arbitrary and unprecedented definition of a scenic vista? Three Rivers has long been recognized by the County and by the touring public for its high-quality scenic vistas of foothills, mountains, oak and sycamore woodlands, rivers, and its picturesque, historic rural community. I have never seen a sign in Three Rivers designating an area as a scenic vista. It is all scenic vistas, and that is a key factor in its attractiveness and its economy. **The IS/DEIR must be revised to remove the preposterous definition of a scenic vista "as an area that is designated, signed, and accessible to the public for the purpose of viewing and sightseeing for purposes of this proposed Project."** You cannot logically, reasonably, or justifiably declare that the project would not adversely affect a real, live scenic vista simply because there are no "designated" "signed" scenic vistas within visible distance of the proposed project site, and thus declare that the project would result in a less than significant impact to this resource. **The IS/DEIR should also be revised to note the 35-foot height limit specified in the Three Rivers Community Plan** (not just the 75-foot maximum in the Zoning Ordinance).

p. 16 -- b) No Impact and Less Than Significant Impact: True, the Three Rivers Community segment of SR 198 is only an "eligible" Scenic Highway and is not yet a "designated" Scenic Highway, since the County has failed since adopting the Scenic Highways Element of the General Plan in 1975 to nominate any of its eligible highways for designation. It is important to

the environment, the economy, and the attractiveness of Three Rivers for the community to continue to work through its Community Plan and other actions to maintain its segment's eligibility so that some day it may enjoy the benefits of official designation as a California Scenic Highway (see California Scenic Highway Program, p. 14 above).

p. 16 -- c) No Impact: It is not correct that the proposed project will be located greater than 200 feet from SR 198, because the gas station/market/restaurant portion of the project will obviously be located much closer than that to the highway. As noted above, **the current IS/DEIR must be revised in order to describe the whole action involved, the Overall Site Plan must be revised in order to depict all of the planned facilities, the IS/DEIR must be revised to specifically describe and illustrate the measures that the proposed hotel/gas station/market/restaurant project will take in order to be compatible and consistent with the majority of existing development in Three Rivers, preserve the town's unique visual and community character and natural environment , and help to create its distinct sense of place; it must specifically describe and illustrate the setbacks, landscaping, and screening that will be provided for the proposed project, specify how the proposed lighting for the proposed hotel/gas station/market/restaurant project will minimize light pollution, glare, and light trespass, and protect the dark skies of Three Rivers, and specifically describe and illustrate the vegetation that will be provided for the proposed hotel/gas station/market/restaurant project. Only then will reviewers be able to determine whether the project as a whole "would not substantially degrade the existing visual character of the site and its surroundings" and "would not conflict with applicable regulations governing scenic quality."**

p. 16 -- d) Less than Significant Impact: As with c) above, **the determination of impact cannot be made until the IS/DEIR has been revised in order describe the whole action involved, depicting, describing, and illustrating all of the planned facilities, and specifying how they will comply with the County's General Plan and the Three Rivers Community Plan. Therefore, the determination of Less Than Significant Impact cannot stand at this time.**

p. 16 -- Cumulative Impact: As with c) and d) above, **the determination of impact cannot be made until the IS/DEIR has been revised in order describe the whole action involved, depicting, describing, and illustrating all of the planned facilities, and specifying how they will comply with the County's General Plan and the Three Rivers Community Plan. Therefore, the determination of Cumulative Impact cannot stand at this time.**

p. 20 -- Air Quality: As above, **the determination of impact cannot be made until the IS/DEIR has been revised in order describe the whole action involved, depicting, describing, and illustrating all of the planned facilities, and specifying how they will comply with the County's General Plan and the Three Rivers Community Plan. It appears that the Air Quality section of the IS/DEIR does not consider the impacts of the gas station/market/restaurant portion of the**

proposed project. The gas station deserves particular attention; with what would be the community's two largest hotels plus a hotel and market in its immediate vicinity, it seems to be an incompatible land use. There are already two gas stations just up the road from the proposed project. Adding a third here seems both unnecessary and not healthy for the environment and the concentration of people in the two hotels. An electric vehicle charging station or two should be considered instead. The much too-often unhealthy air quality in Tulare County and Three Rivers does not need the contribution of yet another gas station.

p. 41 -- Biological Resources: In this section, as always, we encounter the ongoing death by a thousand cuts of our biological resources. As noted in a), "Consultant utilized Google Earth aerial photographs which previous [sic] showed an area of oak woodland was present in the eastern portion of the site through 2005 but had been cut down and removed by 2009." This destruction occurred when the speculative property owner at the time, who had "for sale" signs up on the property, brought in a crew of workers who, to the horror and dismay of the community, cut down every oak growing along the eastern fence line of the property, for no apparent reason. These were large, beautiful, mature trees, providing beauty, shade, habitat, and cover, cleaning and cooling the air, sequestering carbon, holding and building soil, and contributing significantly to the character and quality of life of Three Rivers. This unwarranted destruction spurred community members to campaign for County protection of the area's oaks and an Oak Woodlands Management Plan. Therefore, **the IS/DEIR must be revised to emphasize that the oaks adjoining the proposed project site must be protected by ensuring that they and their driplines and root systems are not adversely affected by the construction of the proposed project or its subsequent operation and maintenance.** This will help to ensure compliance with many of the goals and policies of the Community Plan, several of which are cited above. It will also help to maintain habitat for special status species including Nuttall's woodpecker, Oak titmouse, Lawrence's goldfinch, and Townsend's big-eared bat. Native oaks should be included in the proposed project's landscaping.

Three Rivers' wildlife is a vital component of its biological resources, essential to the health and vitality of its environment and the community's quality of life and also its economy, as wildlife are a major tourist attraction. If the proposed project is built, it will pave over several acres of grassland and will also, in conjunction with the adjoining Comfort Inn, block wildlife movement for quite a long stretch where they would formerly move east/west to cross the highway to access the river and the riparian environment there. Too many animals are killed by vehicles on that stretch of the highway already. The proposed project will significantly increase vehicle trips in the area. Therefore, **the IS/DEIR should require mitigation for these adverse impacts: the proposed project should be required to install approved warning signs (both directions) indicating wildlife crossing areas and advising caution.**

p. 52 -- ERM-4.1 Energy Conservation and Efficiency Measures - encourages use of solar energy, solar hot water panels, and other features. ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation - encourage planting of shade trees along streets and within parking areas to reduce radiation heating etc.

p. 53 -- No Impact: "As visitors will have the opportunity to lodge within the community of Three Rivers, there will be fewer vehicle miles traveled to the nearest communities for lodging. As such, vehicle fuel consumption will be reduced. Therefore, the proposed project will have a less than significant impact resulting from energy consumption." This evaluation implies that the proposed project is beneficial because it will reduce the number of visitors who, without access to the proposed hotel, would be forced to travel to other communities in order to find overnight lodging. This evaluation does not consider the reportedly over 200 (and growing) short-term rental houses (e.g., VRBOs, AirBnBs) in Three Rivers that are responding to visitors' increasing desire to stay in that type of "local home" accommodation as opposed to a "big box" chain hotel. **The IS/DEIR should consider the short-term rental market in Three Rivers when evaluating the appropriateness of the proposed Hampton Inn to meet the lodging needs of visitors to the Three Rivers and our National Parks.** It may be that a new hotel hasn't been built in Three Rivers in over two decades because there is no demand or need for one.

p. 53 -- Cumulative Impact: Apply No Impact comment above. Also, **the IS/DEIR must be revised so that the proposed project's energy-efficiency and water conservation features are specified in detail for the whole hotel/gas station/market/restaurant project.**

p. 62 -- Environmental Setting: The IS/DEIR's discussion of global warming seems designed to cast doubt and uncertainty on the science of climate change and its findings, and on their applicability to Tulare County. **The IS/DEIR should be revised to state that "the potential resulting effects in California of global warming [which] may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years" are not just "potential" in Tulare County. All of these (except for sea level rise) are already severely and increasingly impacting our environment, our health, and our economy. Therefore, it is increasingly essential and urgent that we act to decrease our contributions to the causes of climate change/global warming.**

p. 73 -- Table GHG-6. CAP Consistency Checklist, Renewable Energy: The proposed project does not appear to include solar on its buildings, nor does it provide EV Charging facilities. Given the very large footprint of the whole project, and the very sunny climate of Three Rivers, the project should certainly include extensive solar panels and EV Charging facilities. **Instead of a counter-productive gas station, the proposed project should consider installing EV charging and a well-designed public transit stop near the highway.**

p. 74 -- GHG-1 and GHG-2: The proposed project's plans for renewable energy system(s) and EV Charging accommodation should not be delayed until its building plans are done. **The IS/DEIR should be revised to describe and illustrate the proposed project's plans for these facilities for the whole project (hotel/gas station/market/restaurant), so that their sufficiency and efficacy can be evaluated as part of the IS/DEIR process.**

pp. 84-85 -- Water Supply Evaluation: "[T]he placement of individual wells could have an adverse impact on other local wells if not properly spaced or otherwise constructed to protect existing well operations." **The IS/DEIR must be revised to detail the water supply plans, conditions, and impacts of the whole proposed project (hotel/gas station/market/restaurant), so that their sufficiency and effects can be fully evaluated as part of the IS/DEIR process, in addition to their cumulative impact with the usage of the adjacent Comfort Inn.** Will the cones of depression of the wells of the proposed project and the Comfort Inn overlap? Will the combined usage of the proposed whole project plus that of the adjacent Comfort Inn produce the greatest concentration and volume of groundwater withdrawal in the whole community of Three Rivers? As well as the greatest concentration and volume of wastewater? The impacts of the proposed project cannot be considered in isolation from those of the adjacent Comfort Inn.

p. 86 -- Less Than Significant Impact: Note that "Ald Engineering also provided as [sic] estimate for a parcel directly west of the proposed Project site of 3,450 gallons per day of water usage (or 1,259,250 gallons per year or 3.86 acre-feet per year)." This estimate must be for the usage of the second part of the proposed project, the gas station/market/restaurant, making it additionally clear that **the IS/DEIR must be extensively revised to describe and evaluate the whole project, not just the hotel portion.** Are these (Comfort Inn and proposed project) wells hard rock or alluvial?

p. 91 -- Tulare County General Plan, LU-7.15 Energy Conservation and LU-7.16 Water Conservation: **The IS/DEIR must describe and illustrate how the proposed whole (hotel/gas station/market/restaurant) project will use solar power and what energy conservation building techniques it will use, and also what "extra-ordinary" water conservation and demand management measures will be used, both indoors and out.**

pp. 91-92 -- Three Rivers Community Plan: The Plan calls for development that is compatible and consistent with existing development in Three Rivers, preserves its unique visual and community character and natural environment, and creates a distinct sense of place. As previously noted, **the IS/DEIR must be revised to describe how the proposed whole project will constructively respond to these goals and policies.** Unfortunately, the adjacent Comfort Inn was built long before the current Three Rivers Plan was adopted in 2018, and the Comfort Inn indeed falls short in regard to these goals and policies. But two wrongs don't make a right,

**so the proposed project of the Hampton Inn and its adjoining gas station/market/restaurant must not strive for compatibility with the Comfort Inn next door, but rather with the character and scale and sense of place of the great majority of the structures in this rural community in its beautiful, scenic natural setting.**

p. 92 -- 1.1.12 LU-4.5 Commercial Building Design: "[T]he County shall encourage that new commercial development is consistent with the existing design of the surrounding community . . . by encouraging similar facades, proportionate scale, parking, landscaping, and lightning that provides for night sky conservation and protection." As previously noted, the **IS/DEIR must be revised to describe and clearly illustrate how the proposed whole project will meet these goals and policies. This project should receive County Project Review Committee review for evaluation of its compliance.**

p. 109 -- Environmental Setting: "Three Rivers does not have any public parks." It may be noted here that Three Rivers long ago had a County park, but the County closed it. During the almost 20-year period in which the community worked with the County on the County's sporadic off-and-on schedule to update its original (1980) community plan, community members repeatedly urged the County to provide a park again for Three Rivers, which would be an asset to its visitors, its tourism economy, its public health, its open space, and its quality of life. The County has never done so. The County seems to be in a hurry to get the proposed project approved and built, perhaps due to anticipating increased TOT revenues. It would be appropriate (and long overdue) for a portion of the considerable TOT revenues generated in Three Rivers to be returned to the community in the form of a County park. Possible locations and design elements were determined as part of the Community Plan process.

pp. 123-124 -- Utilities and Service Systems: **The IS/DEIR must be revised to show that it is including the proposed whole project (hotel/gas station/market/restaurant) in evaluating the nature and significance of its impacts in this category.**

p. 141 -- AQ and GHG Assessment: The Introduction to this section describes the proposed project for which the AQ/GHG Assessment was prepared as simply the hotel portion. Obviously, the ensuing construction of a gas station/market/restaurant by the owner on the adjoining lot would significantly alter the scope and content of this Assessment. **The IS/DEIR must be revised to include an Air Quality and Greenhouse Gas Assessment for the whole action, including the gas station/market/restaurant.**

p. 180 -- "The County will also review the trash enclosure design to ensure solid waste pick-up is feasible and will ensure the Project meets the CalRecycle requirements." **The County must also review the trash enclosure design to ensure that it is as bear-proof as possible.** The bears are getting into Three Rivers trash containers again this fall.

p. 193 -- The proposed whole project (hotel/gas station/market/restaurant) will have over an acre of paving. **The IS/DEIR should encourage the use of permeable paving on both phases of the project.**

p. 217 -- Mitigation Measures Water: Low flow faucets, toilets, and showers are listed, but what about irrigation for landscaping and bioswales? **The IS/DEIR should require drought-tolerant landscaping plants, preferably natives, and water-efficient drip irrigation systems (or similar) for the whole of the proposed project (hotel/gas station/market/restaurant). Additionally, water-saving washers should be required to be used for laundry and the restaurant should serve water only upon request.** Is there a way to recycle swimming pool water for re-use, as perhaps on landscaping, or for window washing, floor cleaning, or other such purposes? If so, that could also help to provide mitigation.

p. 288 -- Introduction: It is noted that the Biological Resources Assessment describes "the approximately 4.57 Hampton Inn and Suites Three Rivers Project," indicating that it is dealing appropriately with the proposed whole project (hotel/gas station/market/restaurant) area, even though it lists only the hotel in its project description.

p. 297 -- Tulare County General Plan/Three Rivers Community Plan: "The vision for the Community Plan . . . will provide appropriate direction to help guide public and private decisions affecting the community, including provisions for the overall direction, density, type of growth and protection of the natural environment that are consistent with the needs and desires of the Three Rivers community to maintain its rural character. These vision statements intensify what is already recognized throughout the state that Three Rivers is a unique destination among Tulare County's rural foothill communities. The purpose of the Community Plan . . . is to preserve and protect the values, character and assets of the community, including preservation of its historical rural character and valuable natural resources, while ensuring that economic growth remains vibrant and sustainable, consistent with the desired character of the community. Vision Statement 7 effectuates the desire of the community to 'protect and preserve oak, sycamore and cottonwood woodlands.' Goal 4 (Protection and Conservation of the Environment) of the Community Plan includes objectives that are pertinent to biological resources, including: 4.1.1 Preserving the Natural Environment [and] 4.1.2 CEQA Compliance."

p. 302 -- Oak Woodland: "A small area of oak woodland is located in the southeastern corner of the Study Area. The oak woodland is largely situated on the adjacent property to the south but the dripline of the trees overlaps into the Study Area. Please see discussion above re p. 41 - Biological Resources re oaks. **The IS/DEIR must be revised to emphasize that the oaks adjoining the proposed project site must be protected by ensuring that they and their driplines and root systems are not adversely affected by the construction of the proposed project or its subsequent operation and maintenance.** This will help to ensure compliance

with many of the goals and policies of the Community Plan, several of which are cited above. It will also help to maintain habitat for **special status species** including Nuttall's woodpecker, Oak titmouse, Lawrence's goldfinch, and Townsend's big-eared bat, all of which can potentially be found on the site. **Native oaks should also be included in the proposed project's landscaping** for the same reasons. See pp. 314, 315, 317, 322, and 323 of the current IS/DEIR for information re these special status species. Birders staying at the Hampton Inn would be delighted to see these species on and near the property and would appreciate the owners' efforts to provide suitable lodging for these avians as well.

p. 319 -- Kaweah Brodiaea: This charming special-status flower has been found just .1 mile from the proposed project's site. It offers another opportunity for the proposed project to make an effort to comply with the goals of the Three Rivers Community Plan, by providing habitat and protection for this brodiaea in its landscaping. **The IS/DEIR should encourage this effort.**

p. 399 -- Cumulative Operational Noise: This paragraph and the whole Noise Impact Assessment must be redone because they consider the proposed project (see p. 377, etc.) to be only the hotel. **The IS/DEIR must be revised to assess noise impacts for the whole action of the proposed project (hotel/gas station/market/restaurant).**

p. 417 -- Traffic Impact Study, Executive Summary: Here again **the IS/DEIR must be revised to assess traffic impacts for the whole action of the proposed project (hotel/gas station/market/restaurant).** The proposed gas station, market, and restaurant could greatly increase disruption to traffic flow on SR 198 at the project site's single driveway. What would be the hours of operation of these facilities? How many parking spaces would they have? Pedestrian facilities in Three Rivers may be "nonexistent" (p. 418) in Three Rivers, but pedestrians are nevertheless regularly seen walking alongside SR 198. Their safety must also be considered in this assessment.

p. 419 -- Feasibility Study prepared for the project: "The Feasibility Study prepared for the Project forecasts an unaccommodated demand equivalent to 7.3% of the base-year demand, resulting from the analysis of monthly and weekly peak demand and sell-out trends. Unaccommodated demand refers to individuals who are unable to secure accommodations in the market because all the local *hotels* are filled [emphasis added]. These travelers must settle for less desirable accommodations or stay in properties located outside the market area. This evaluation does not consider the reportedly over 200 (and growing) short-term rental houses (e.g., VRBOs, AirBnBs) in Three Rivers that are responding to visitors' increasing desire to stay in that type of "local home" accommodation as opposed to a "big box" chain hotel. **The IS/DEIR should consider the short-term rental market in Three Rivers when evaluating the appropriateness of the proposed Hampton Inn to meet the lodging needs of visitors to the**

**Three Rivers and our National Parks.** It may be that a new hotel hasn't been built in Three Rivers in over two decades because there is no demand or need for one. Many visitors obviously do not consider these "local home" accommodations "less desirable" than the hotels on offer in Three Rivers.

p. 419 -- Less Than Significant Impact: "The Project would not result in hazards due to design features, since all proposed improvements (Project Driveway) would be built to County design standards." Again, this is based on the driveway serving only the hotel, not the additional proposed actions of the project, to build a gas station/market/restaurant in front of the hotel, beside the highway. **The IS/DEIR must be revised to determine the potential hazards resulting from the proposed whole project.** In an emergency situation, how long would it take the hotel guests and staff and the customers and staff at the gas station/market/restaurant to exit the project via a single driveway?

p. 428 -- Existing Conditions: "The first step toward assessing Project traffic impacts is to assess existing traffic conditions. . . . 2018 Traffic counts in the study area were used to evaluate existing traffic conditions in this traffic analysis. Intersection turning movement counts conducted for the Saturday and Sunday peak hour periods on February 3, 2018 and February 4, 2018, were used and are provided in Appendix B." The peak tourist season in Three Rivers and Sequoia National Park, when the proposed project would presumably be busiest, is not early February. It seems that a traffic study conducted then would be misleading and would heavily undercount the traffic impacts that would occur in the much busier six months of the year. The consultant, in consultation with Caltrans staff, used "a seasonal growth factor of 1.76 . . . to account for the increase in traffic in Three Rivers during the summer months." As a resident of Three Rivers for three decades, I would say that the growth factor between the first weekend in February and a summer weekend would likely be far greater than 1.76. **The IS/DEIR should include the basis for the 1.76 increase to verify its validity and applicability.**

p. 438 -- Near-Term Plus Project Traffic Conditions: "Traffic conditions with the Project in the Year 2022 were estimated by applying a growth rate of 1.3% per year to the existing traffic volumes. Historical growth in Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update." While population growth trends in Tulare County will likely be a factor in traffic volumes in Three Rivers, probably growth in visitation to Sequoia National Park is a much greater factor, as virtually all visitors reach the park via the highway, primarily SR 198 through Three Rivers, and a big percentage of these visitors come from outside of Tulare County. It appears from information online that Sequoia N.P. visitation increased from about 838,060 in 1996 to about 1,254,688 in 2016. **Perhaps the average growth rate of traffic volume could be more validly calculated from this information.**

p. 446 -- The penultimate paragraph mentions Sequoia National Forest and Kings Canyon National Park. It is likely that Sequoia National Park was intended, rather than the Forest. If so, the sentence should be corrected.

p. 449 -- **The site plan must be revised to show the whole action of the proposed project (hotel/gas station/market/restaurant).** It is also too small to enable much of it to be read. Where is the project's well? Where is its wastewater/septic system? Where is its landscaping? Where are the elevation drawings to show the project as a whole in its landscape and in relation to the highway and the Comfort Inn? **These must be provided in the IS/DEIR in order for their impacts to be evaluated.**

p. 545 -- Wastewater Treatment Facility: "Wastewater will be generated at the proposed hotel by domestic sources that include: sinks, toilets, showers, laundry, and limited food preparation and associated dish washing/dishwasher. The proposed hotel will serve breakfast, which consists of reheating prepackaged food in their food prep area and washing of cook wear used in the reheating process. All dinnerware and flatware will be disposable. Wastewater will be generated at the future development of the frontage lot (service station and market, and Subway restaurant) primarily via a public restroom (e.g. sinks, toilets) and limited food production for a Subway Restaurant, or equivalent." Does this mean that a single restroom will serve the gas station and the market and the restaurant? Page 546, Table 3 - Flow Rates - Commercial Development on Front Lot appears to indicate that the toilet use will produce only 7 gallons per day (is this per toilet?). The total Anticipated Flow for the gas station/market/restaurant portion of the project is 3,420, but it is not clear what it comprises. What is 2 gpd/single service for instance? This table needs to be clarified so that it can be understood. 17,145 gallons per day/365 days per year for the whole project seems like a lot to process. The adjacent Comfort Inn has had many problems with its wastewater disposal. **Where has the proposed wastewater treatment system for the proposed project been used? Has it been used successfully over time in similar conditions? Where is the proposed project's subsurface drip field?** p. 553 says that "the subsurface disposal systems shall hold in reserve sufficient land area for possible future 100-percent replacement of the subsurface disposal system." **What would cause the system to have to be entirely replaced? How often might that happen?**

p. 554, last paragraph, says that the proposed system must use disinfection due to minimum depth to groundwater and minimum soil depth from bottom of the dispersal system and per rates. This sounds ominous for impacts to groundwater quality. **What is the disinfection system? Is it automatic?**

pp. 558-559 discusses what can't be disposed of in the system. Many of the items on the list would be commonly part of the wastewater stream in the proposed whole project. **How will these items be properly disposed of?**

"DO NOT dispose of toxics or chemicals into system, such as restaurant degreasers, cleansers, wax strippers for linoleum, carpet shampoo and its waste products, and other toxics. As a general rule, nothing should go into any wastewater treatment system that hasn't been ingested, other than toilet tissue, mild detergents, and wash water. Every system user and qualified service provider should be familiar with the basic guidelines below:• No septic additives• No flammable or toxic products• No excessive household cleaners• No chlorine bleach, chlorides, and pool or spa products• No pesticides, herbicides, or agricultural chemicals or fertilizers• No RV waste (unless the system is specifically designed and engineered to treat such waste)• No water softener backwash• No surface runoff or stormwater runoff• No excessive amounts of fats, oils and grease (FOG)• No food byproducts• No cigarette butts• No paper towels, newspapers, sanitary napkins, diapers, disposable wipes, floss, gum or candy wrappers, etc. •According to the manufacturer: Kitchen dishwashing appliances used in conjunction with AdvanTex treatment must be high-temperature appliances."

p. 562 -- General Conditions required for final installation approval:

"General Conditions required for final installation approval: •A shared well agreement must be established for the frontage lot. •A utility easement must be established for the wastewater treatment facilities installed on the frontage lot (e.g. dispersal field, lines, 100-percent replacement area)

**Shouldn't the IS/DEIR require that conditions be met prior to approval of the DEIR?**

# # #

Thank you for your consideration of these comments.

p.2 Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation): The description mentions only the hotel, its driveway and parking lot, its laundry and outdoor swimming pool, and its septic system, new domestic well, and on-site storm drainage (with biofiltration option). It anticipates 12 employees, 70 customers, 1 delivery, and 1 shipment per day, for an average total of 825 daily vehicle trips.

**The description does not mention the adjoining vacant lot west of the proposed hotel parcel and the service station, market, and restaurant that the owner of the lots plans to develop on that parcel, requiring the installation of a single wastewater system for the two parcels..** On page 544, details are provided "for the proposed Hampton Inn Hotel and future service station, market, and subway [sic], or equivalent, onsite wastewater treatment system. **The project is comprised of two undeveloped parcels (APN# -68-080-010 [2.81 acres] and 068-100-010 [1.58 acres]) that cumulatively comprise 4.39 acres and are located at 40758 Sierra Drive in three Rivers, California.**" "These properties are owned by Satwant Sanghera . The proposed development of the aforementioned parcels has site limitations (e.g. setbacks to wells, available space) that require the installation of a single wastewater system for the two parcels." The proposed hotel is to be developed on APN #068-080-010, while the "future Commercial Development on frontage lot (APN #068-100-010) includes a service station with 3 pump islands and a market, and Subway restaurant, or equivalent." "The proposed facilities will be located at the site shown in Appendix B." The 3R News online also reported that **"The two parcels . . . are where the 105 room three story Hampton Inn and secondary commercial**

development (3 pump island gas station, market, Subway restaurant or equivalent) are slated to be built."

**The current IS/DEIR must be completely revised in order to describe the whole action involved, as defined above.** Once the revision is complete, covering the proposed plans and actions for both parcels, the revised IS/DEIR must be reissued for public comment.

p. 7 -- NOTE: Figure 4 - Overall Site Plan appears to indicate some fixtures or features on the gas station/market/restaurant parcel in the first phase related to the development of the hotel parcel, but it **does not show any of the rest of the development (apparently in phase 2) for the gas station parcel**. Most of the labels on the Site Plan cannot be read on the e-version of the IS/DEIR, a hindrance to the viewer's understanding of the plan, which should be corrected. **The Overall Site Plan must be revised in order to depict all of the planned facilities.**

p. 11 -- Environmental Factors Potentially Affected: **The checklist must be revised by adding an X to Aesthetics, to Noise, and to Land Use/Planning**, as these factors will certainly be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact." Evaluation answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

p. 13 --- Aesthetics: **The ratings of "Less than Significant"** for "substantial adverse effect on a scenic vista," "substantially degrade the existing visual character or quality of public views," "conflict with regulations governing scenic quality," and "create a new source of substantial light or glare which would adversely affect day or nighttime views in the area" **should be changed to "Significant Impact" or, at best, "Less than Significant Impact with Mitigation."**

p. 14 -- California Scenic Highway Program: The proposed project is immediately adjacent to SR 198, which is an **Eligible State Scenic Highway**. The natural scenic beauty of this highway should be protected and enhanced through special conservation treatment. In 2006, the Three Rivers Village Foundation, with the support of CalTrans, made a major effort to get 16 miles of SR 198 designated as State Scenic Highway, to enhance and protect regional identity, promote local tourism, and secure eligibility for grant funding for maintenance. At the April 25 Supervisors' meeting, as a result of a presentation by the Village Foundation, the Supervisors voted unanimously in favor of pursuing the Scenic Highway designation, but it was not obtained. The Scenic Highways Element of the Tulare County General Plan was adopted by the Board of Supervisors in 1975. In 1981, the Foothill Growth Management Plan also recognized that scenic highways (and byways) should be designated and protected from obtrusive and inappropriate development. The Tulare County **General Plan 2030 Update SL-2.1 Designated Scenic Routes and Highways** "is intended to protect views of natural and working landscapes

along the County's highways" and "encourages citizen and private sector initiatives to promote and protect such areas." **The proposed hotel/gas station/market/restaurant project would significantly impact the natural scenic beauty of SR 198 in Three Rivers. This impact and how it could be mitigated must be addressed in the IS/DEIR.**

p. 14 -- The County's General Plan 2030 Update: Chapter 7 - Scenic Landscapes, LU-7.14 Contextual and Compatible Design: **The General Plan states** that "the County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures." Nowhere in the IS/DEIR is there any depiction of what the proposed hotel/gas station/market/restaurant project will look like in terms of its scale, architecture, details, colors, landscaping, signage, lighting, etc. and its relationship to the highway, the surrounding landscape, and the scenic viewshed.

**The IS/DEIR must be revised to fully describe and illustrate how the proposed project will respond to its rural foothill village context** with scenic mountain views and a river across the road; **be compatible with the rural small-town community of Three Rivers, with its traditions and character** of ranching, specialty agriculture, historic community events, artists and artisans, close ties to the nearby National Parks and other nearby public lands, including Lake Kaweah, that enhance its quality of life and bring it many visitors, and hospitality to the hundreds of thousands of tourists from all over the world who experience the community as the gateway to Sequoia National Park, in addition to the many visitors from the local area who come to Three Rivers to enjoy its scenic beauty, its rivers, its dark skies, its unique events and businesses and its small-town charm; and **its compatibility with the scale of surrounding structures.**

Unfortunately, the Comfort Inn, the structure immediately adjacent to the proposed project is one of the largest structures in all of Three Rivers. None of the other structures visible from the project area is on anywhere near that scale. Putting an even larger project right next to the Comfort Inn, parking lot to parking lot, greatly magnifies the impact of the inappropriate scale of the proposed project and blots out a lot more of the scenic view. It increases the incompatibility of the development with the rural, small-scale, natural context and character of Three Rivers.

pp. 14-15 -- Three Rivers Community Plan: **Goal 1: Compatible Development: "to maintain the Rural Gateway Character of Three Rivers through land uses and new development that are compatible and consistent with the existing development in Three Rivers, preserve the unique visual and community character and natural environment and create a distinct sense of place.** Clearly, a big-box, 3-storey chain hotel is incompatible with the great majority of the existing development in Three Rivers and does nothing to preserve the unique visual and

community character and natural environment and create a distinct sense of place. Looking online at photos of dozens of Hampton Inns across the country, one sees an almost complete lack of effort to preserve unique visual and community character and natural environment and create a distinct sense of place. However, there are a few examples of Hampton Inns which have made at least some effort to remedy these failures, viz.: Flagstaff, Manchester, Lexington, Miami, Richmond, Jekyll Island, Moab, Gettysburg, and Hudson. **The IS/DEIR must be revised to specifically describe and illustrate the measures that the proposed hotel/gas station/market/restaurant project will take in order to be compatible and consistent with the majority of existing development in Three Rivers, preserve the town's unique visual and community character and natural environment , and help to create its distinct sense of place.**

p. 15 -- 1.2.19 FGMP-6.4 Development Within Scenic Corridors: "The County shall require that projects located within a scenic corridor be designed in a manner which does not detract from the visual amenities of that thoroughfare."

p. 15 -- 1.3.4 Setbacks: "Require adequate setbacks for residential, commercial, and industrial uses, including side and rear yards, landscaping and screening, as determined by the County Project Review Committee." The IS/DEIR shows no setbacks, landscaping, or screening for the proposed hotel/gas station/market/restaurant project. **The IS/DEIR must be revised to specifically describe and illustrate the setbacks, landscaping, and screening that will be provided for the proposed project. Landscaping and screening should be primarily drought-tolerant plants, preferably native plants wherever possible, and landscaping should include bioswales to reduce and cleanse run-off from paved areas.**

p. 15 -- 1.3.5 Signage Standards: "Require standards including regulations for size, height, scale, color, lighting, and material. Incorporate Caltrans signage standards with community standards." "Balance reasonable business considerations with community design standards that are feasible to direct persons within appropriate sight distances that will determine, size, height, and bulk." "Prohibit the use of exterior neon or blinking signs and source lit signs." There is nothing in the current IS/DEIR showing the proposed signage for the proposed hotel/gas station/market/restaurant project. **The IS/DEIR must be revised to specifically describe and illustrate the signage that will be provided for the proposed project, including its size, height, scale, color, lighting, and material.**

p. 15 -- 1.3.6 Lighting Standards: "To minimize light pollution, glare, and light trespass and to protect the dark skies in Three Rivers," light fixtures to be fully shielded; externally illuminated signs, displays, and building identification shall use top mounted light fixtures which shine light downward and which are fully shielded; require motion sensors for security purposes, rather than intrusive security lights; lights to be turned off when not in use or when the business is not open; commercial lights during nighttime restricted to indirect, non-glaring lighting;

International Dark Sky Association Model Ordinance lighting standards and guidelines to minimize light pollution, glare, and light trespass. **The IS/DEIR must be revised to specify how the proposed lighting for the proposed hotel/gas station/market/restaurant project will minimize light pollution, glare, and light trespass, and protect the dark skies of Three Rivers.**

p. 15 -- Vegetation Standards: "To establish vegetation standards for residential and commercial development," encourage the use of native vegetation in landscaping, encourage the use of drought-resistant vegetation, minimize the disturbance of existing vegetation, and prohibit the use of invasive plant species. **The IS/DEIR must be revised to specifically describe and illustrate the vegetation that will be provided for the proposed hotel/gas station/market/restaurant project. Vegetation should be primarily drought-tolerant plants, preferably native plants wherever possible, and should not include any invasive species. Existing vegetation, especially native oaks, including their drip lines, must not be disturbed.**

pp. 15-16 -- a) Less Than Significant Impact: "For purposes of this proposed Project, a scenic vista is defined as an area that is designated, signed, and accessible to the public for the purpose of viewing and sightseeing." What is the reason and what is the justification for this completely arbitrary and unprecedented definition of a scenic vista? Three Rivers has long been recognized by the County and by the touring public for its high-quality scenic vistas of foothills, mountains, oak and sycamore woodlands, rivers, and its picturesque, historic rural community. I have never seen a sign in Three Rivers designating an area as a scenic vista. It is all scenic vistas, and that is a key factor in its attractiveness and its economy. **The IS/DEIR must be revised to remove the preposterous definition of a scenic vista "as an area that is designated, signed, and accessible to the public for the purpose of viewing and sightseeing for purposes of this proposed Project."** You cannot logically, reasonably, or justifiably declare that the project would not adversely affect a real, live scenic vista simply because there are no "designated" "signed" scenic vistas within visible distance of the proposed project site, and thus declare that the project would result in a less than significant impact to this resource. **The IS/DEIR should also be revised to note the 35-foot height limit specified in the Three Rivers Community Plan** (not just the 75-foot maximum in the Zoning Ordinance).

p. 16 -- b) No Impact and Less Than Significant Impact: True, the Three Rivers Community segment of SR 198 is only an "eligible" Scenic Highway and is not yet a "designated" Scenic Highway, since the County has failed since adopting the Scenic Highways Element of the General Plan in 1975 to nominate any of its eligible highways for designation. It is important to the environment, the economy, and the attractiveness of Three Rivers for the community to continue to work through its Community Plan and other actions to maintain its segment's eligibility so that some day it may enjoy the benefits of official designation as a California Scenic Highway (see California Scenic Highway Program, p. 14 above).

p. 16 -- c) No Impact: It is not correct that the proposed project will be located greater than 200 feet from SR 198, because the gas station/market/restaurant portion of the project will obviously be located much closer than that to the highway. As noted above, **the current IS/DEIR must be revised in order to describe the whole action involved, the Overall Site Plan must be revised in order to depict all of the planned facilities, the IS/DEIR must be revised to specifically describe and illustrate the measures that the proposed hotel/gas station/market/restaurant project will take in order to be compatible and consistent with the majority of existing development in Three Rivers, preserve the town's unique visual and community character and natural environment , and help to create its distinct sense of place; it must specifically describe and illustrate the setbacks, landscaping, and screening that will be provided for the proposed project, specify how the proposed lighting for the proposed hotel/gas station/market/restaurant project will minimize light pollution, glare, and light trespass, and protect the dark skies of Three Rivers, and specifically describe and illustrate the vegetation that will be provided for the proposed hotel/gas station/market/restaurant project. Only then will reviewers be able to determine whether the project as a whole "would not substantially degrade the existing visual character of the site and its surroundings" and "would not conflict with applicable regulations governing scenic quality."**

p. 16 -- d) Less than Significant Impact: As with c) above, **the determination of impact cannot be made until the IS/DEIR has been revised in order describe the whole action involved, depicting, describing, and illustrating all of the planned facilities, and specifying how they will comply with the County's General Plan and the Three Rivers Community Plan. Therefore, the determination of Less Than Significant Impact cannot stand at this time.**

p. 16 -- Cumulative Impact: As with c) and d) above, **the determination of impact cannot be made until the IS/DEIR has been revised in order describe the whole action involved, depicting, describing, and illustrating all of the planned facilities, and specifying how they will comply with the County's General Plan and the Three Rivers Community Plan. Therefore, the determination of Cumulative Impact cannot stand at this time.**

p. 20 -- Air Quality: As above, **the determination of impact cannot be made until the IS/DEIR has been revised in order describe the whole action involved, depicting, describing, and illustrating all of the planned facilities, and specifying how they will comply with the County's General Plan and the Three Rivers Community Plan. It appears that the Air Quality section of the IS/DEIR does not consider the impacts of the gas station/market/restaurant portion of the proposed project. The gas station deserves particular attention; with what would be the community's two largest hotels plus a hotel and market in its immediate vicinity, it seems to be an incompatible land use. There are already two gas stations just up the road from the proposed project. Adding a third here seems both unnecessary and not healthy for the**

environment and the concentration of people in the two hotels. An electric vehicle charging station or two should be considered instead. The much too-often unhealthy air quality in Tulare County and Three Rivers does not need the contribution of yet another gas station.

p. 41 -- Biological Resources: In this section, as always, we encounter the ongoing death by a thousand cuts of our biological resources. As noted in a), "Consultant utilized Google Earth aerial photographs which previous [sic] showed an area of oak woodland was present in the eastern portion of the site through 2005 but had been cut down and removed by 2009." This destruction occurred when the speculative property owner at the time, who had "for sale" signs up on the property, brought in a crew of workers who, to the horror and dismay of the community, cut down every oak growing along the eastern fence line of the property, for no apparent reason. These were large, beautiful, mature trees, providing beauty, shade, habitat, and cover, cleaning and cooling the air, sequestering carbon, holding and building soil, and contributing significantly to the character and quality of life of Three Rivers. This unwarranted destruction spurred community members to campaign for County protection of the area's oaks and an Oak Woodlands Management Plan. Therefore, **the IS/DEIR must be revised to emphasize that the oaks adjoining the proposed project site must be protected by ensuring that they and their driplines and root systems are not adversely affected by the construction of the proposed project or its subsequent operation and maintenance.** This will help to ensure compliance with many of the goals and policies of the Community Plan, several of which are cited above. It will also help to maintain habitat for special status species including Nuttall's woodpecker, Oak titmouse, Lawrence's goldfinch, and Townsend's big-eared bat. Native oaks should be included in the proposed project's landscaping.

Three Rivers' wildlife is a vital component of its biological resources, essential to the health and vitality of its environment and the community's quality of life and also its economy, as wildlife are a major tourist attraction. If the proposed project is built, it will pave over several acres of grassland and will also, in conjunction with the adjoining Comfort Inn, block wildlife movement for quite a long stretch where they would formerly move east/west to cross the highway to access the river and the riparian environment there. Too many animals are killed by vehicles on that stretch of the highway already. The proposed project will significantly increase vehicle trips in the area. Therefore, **the IS/DEIR should require mitigation for these adverse impacts: the proposed project should be required to install approved warning signs (both directions) indicating wildlife crossing areas and advising caution.**

p. 52 -- ERM-4.1 Energy Conservation and Efficiency Measures - encourages use of solar energy, solar hot water panels, and other features. ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation - encourage planting of shade trees along streets and within parking areas to reduce radiation heating etc.

p. 53 -- No Impact: "As visitors will have the opportunity to lodge within the community of Three Rivers, there will be fewer vehicle miles traveled to the nearest communities for lodging. As such, vehicle fuel consumption will be reduced. Therefore, the proposed project will have a less than significant impact resulting from energy consumption." This evaluation implies that the proposed project is beneficial because it will reduce the number of visitors who, without access to the proposed hotel, would be forced to travel to other communities in order to find overnight lodging. This evaluation does not consider the reportedly over 200 (and growing) short-term rental houses (e.g., VRBOs, AirBnBs) in Three Rivers that are responding to visitors' increasing desire to stay in that type of "local home" accommodation as opposed to a "big box" chain hotel. **The IS/DEIR should consider the short-term rental market in Three Rivers when evaluating the appropriateness of the proposed Hampton Inn to meet the lodging needs of visitors to the Three Rivers and our National Parks.** It may be that a new hotel hasn't been built in Three Rivers in over two decades because there is no demand or need for one.

p. 53 -- Cumulative Impact: Apply No Impact comment above. Also, **the IS/DEIR must be revised so that the proposed project's energy-efficiency and water conservation features are specified in detail for the whole hotel/gas station/market/restaurant project.**

p. 62 -- Environmental Setting: The IS/DEIR's discussion of global warming seems designed to cast doubt and uncertainty on the science of climate change and its findings, and on their applicability to Tulare County. **The IS/DEIR should be revised to state that "the potential resulting effects in California of global warming [which] may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years" are not just "potential" in Tulare County. All of these (except for sea level rise) are already severely and increasingly impacting our environment, our health, and our economy. Therefore, it is increasingly essential and urgent that we act to decrease our contributions to the causes of climate change/global warming.**

p. 73 -- Table GHG-6. CAP Consistency Checklist, Renewable Energy: The proposed project does not appear to include solar on its buildings, nor does it provide EV Charging facilities. Given the very large footprint of the whole project, and the very sunny climate of Three Rivers, the project should certainly include extensive solar panels and EV Charging facilities. **Instead of a counter-productive gas station, the proposed project should consider installing EV charging and a well-designed public transit stop near the highway.**

p. 74 -- GHG-1 and GHG-2: The proposed project's plans for renewable energy system(s) and EV Charging accommodation should not be delayed until its building plans are done. **The IS/DEIR should be revised to describe and illustrate the proposed project's plans for these facilities for the whole project (hotel/gas station/market/restaurant), so that their sufficiency and efficacy can be evaluated as part of the IS/DEIR process.**

pp. 84-85 -- Water Supply Evaluation: "[T]he placement of individual wells could have an adverse impact on other local wells if not properly spaced or otherwise constructed to protect existing well operations." **The IS/DEIR must be revised to detail the water supply plans, conditions, and impacts of the whole proposed project (hotel/gas station/market/restaurant), so that their sufficiency and effects can be fully evaluated as part of the IS/DEIR process, in addition to their cumulative impact with the usage of the adjacent Comfort Inn.** Will the cones of depression of the wells of the proposed project and the Comfort Inn overlap? Will the combined usage of the proposed whole project plus that of the adjacent Comfort Inn produce the greatest concentration and volume of groundwater withdrawal in the whole community of Three Rivers? As well as the greatest concentration and volume of wastewater? The impacts of the proposed project cannot be considered in isolation from those of the adjacent Comfort Inn.

p. 86 -- Less Than Significant Impact: Note that "Ald Engineering also provided as [sic] estimate for a parcel directly west of the proposed Project site of 3,450 gallons per day of water usage (or 1,259,250 gallons per year or 3.86 acre-feet per year)." This estimate must be for the usage of the second part of the proposed project, the gas station/market/restaurant, making it additionally clear that **the IS/DEIR must be extensively revised to describe and evaluate the whole project, not just the hotel portion.** Are these (Comfort Inn and proposed project) wells hard rock or alluvial?

p. 91 -- Tulare County General Plan, LU-7.15 Energy Conservation and LU-7.16 Water Conservation: **The IS/DEIR must describe and illustrate how the proposed whole (hotel/gas station/market/restaurant) project will use solar power and what energy conservation building techniques it will use, and also what "extra-ordinary" water conservation and demand management measures will be used, both indoors and out.**

pp. 91-92 -- Three Rivers Community Plan: The Plan calls for development that is compatible and consistent with existing development in Three Rivers, preserves its unique visual and community character and natural environment, and creates a distinct sense of place. As previously noted, **the IS/DEIR must be revised to describe how the proposed whole project will constructively respond to these goals and policies.** Unfortunately, the adjacent Comfort Inn was built long before the current Three Rivers Plan was adopted in 2018, and the Comfort Inn indeed falls short in regard to these goals and policies. But two wrongs don't make a right, so **the proposed project of the Hampton Inn and its adjoining gas station/market/restaurant must not strive for compatibility with the Comfort Inn next door, but rather with the character and scale and sense of place of the great majority of the structures in this rural community in its beautiful, scenic natural setting.**

p. 92 -- 1.1.12 LU-4.5 Commercial Building Design: "[T]he County shall encourage that new commercial development is consistent with the existing design of the surrounding community . . . by encouraging similar facades, proportionate scale, parking, landscaping, and lightning that provides for night sky conservation and protection." As previously noted, the **IS/DEIR must be revised to describe and clearly illustrate how the proposed whole project will meet these goals and policies. This project should receive County Project Review Committee review for evaluation of its compliance.**

p. 109 -- Environmental Setting: "Three Rivers does not have any public parks." It may be noted here that Three Rivers long ago had a County park, but the County closed it. During the almost 20-year period in which the community worked with the County on the County's sporadic off-and-on schedule to update its original (1980) community plan, community members repeatedly urged the County to provide a park again for Three Rivers, which would be an asset to its visitors, its tourism economy, its public health, its open space, and its quality of life. The County has never done so. The County seems to be in a hurry to get the proposed project approved and built, perhaps due to anticipating increased TOT revenues. It would be appropriate (and long overdue) for a portion of the considerable TOT revenues generated in Three Rivers to be returned to the community in the form of a County park. Possible locations and design elements were determined as part of the Community Plan process.

pp. 123-124 -- Utilities and Service Systems: **The IS/DEIR must be revised to show that it is including the proposed whole project (hotel/gas station/market/restaurant) in evaluating the nature and significance of its impacts in this category.**

p. 141 -- AQ and GHG Assessment: The Introduction to this section describes the proposed project for which the AQ/GHG Assessment was prepared as simply the hotel portion. Obviously, the ensuing construction of a gas station/market/restaurant by the owner on the adjoining lot would significantly alter the scope and content of this Assessment. **The IS/DEIR must be revised to include an Air Quality and Greenhouse Gas Assessment for the whole action, including the gas station/market/restaurant.**

p. 180 -- "The County will also review the trash enclosure design to ensure solid waste pick-up is feasible and will ensure the Project meets the CalRecycle requirements." **The County must also review the trash enclosure design to ensure that it is as bear-proof as possible.** The bears are getting into Three Rivers trash containers again this fall.

p. 193 -- The proposed whole project (hotel/gas station/market/restaurant) will have over an acre of paving. **The IS/DEIR should encourage the use of permeable paving on both phases of the project.**

p. 217 -- Mitigation Measures Water: Low flow faucets, toilets, and showers are listed, but what about irrigation for landscaping and bioswales? **The IS/DEIR should require drought-tolerant landscaping plants, preferably natives, and water-efficient drip irrigation systems (or similar) for the whole of the proposed project (hotel/gas station/market/restaurant).** **Additionally, water-saving washers should be required to be used for laundry and the restaurant should serve water only upon request.** Is there a way to recycle swimming pool water for re-use, as perhaps on landscaping, or for window washing, floor cleaning, or other such purposes? If so, that could also help to provide mitigation.

p. 288 -- Introduction: It is noted that the Biological Resources Assessment describes "the approximately 4.57 Hampton Inn and Suites Three Rivers Project," indicating that it is dealing appropriately with the proposed whole project (hotel/gas station/market/restaurant) area, even though it lists only the hotel in its project description.

p. 297 -- Tulare County General Plan/Three Rivers Community Plan: "The vision for the Community Plan . . . will provide appropriate direction to help guide public and private decisions affecting the community, including provisions for the overall direction, density, type of growth and protection of the natural environment that are consistent with the needs and desires of the Three Rivers community to maintain its rural character. These vision statements intensify what is already recognized throughout the state that Three Rivers is a unique destination among Tulare County's rural foothill communities. The purpose of the Community Plan . . . is to preserve and protect the values, character and assets of the community, including preservation of its historical rural character and valuable natural resources, while ensuring that economic growth remains vibrant and sustainable, consistent with the desired character of the community. Vision Statement 7 effectuates the desire of the community to 'protect and preserve oak, sycamore and cottonwood woodlands.' Goal 4 (Protection and Conservation of the Environment) of the Community Plan includes objectives that are pertinent to biological resources, including: 4.1.1 Preserving the Natural Environment [and] 4.1.2 CEQA Compliance."

p. 302 -- Oak Woodland: "A small area of oak woodland is located in the southeastern corner of the Study Area. The oak woodland is largely situated on the adjacent property to the south but the dripline of the trees overlaps into the Study Area. Please see discussion above re p. 41 - Biological Resources re oaks. **The IS/DEIR must be revised to emphasize that the oaks adjoining the proposed project site must be protected by ensuring that they and their driplines and root systems are not adversely affected by the construction of the proposed project or its subsequent operation and maintenance.** This will help to ensure compliance with many of the goals and policies of the Community Plan, several of which are cited above. It will also help to maintain habitat for **special status species** including Nuttall's woodpecker, Oak titmouse, Lawrence's goldfinch, and Townsend's big-eared bat, all of which can potentially be

found on the site. **Native oaks should also be included in the proposed project's landscaping** for the same reasons. See pp. 314, 315, 317, 322, and 323 of the current IS/DEIR for information re these special status species. Birders staying at the Hampton Inn would be delighted to see these species on and near the property and would appreciate the owners' efforts to provide suitable lodging for these avians as well.

p. 319 -- Kaweah Brodiaea: This charming special-status flower has been found just .1 mile from the proposed project's site. It offers another opportunity for the proposed project to make an effort to comply with the goals of the Three Rivers Community Plan, by providing habitat and protection for this brodiaea in its landscaping. **The IS/DEIR should encourage this effort.**

p. 399 -- Cumulative Operational Noise: This paragraph and the whole Noise Impact Assessment must be redone because they consider the proposed project (see p. 377, etc.) to be only the hotel. **The IS/DEIR must be revised to assess noise impacts for the whole action of the proposed project (hotel/gas station/market/restaurant).**

p. 417 -- Traffic Impact Study, Executive Summary: Here again **the IS/DEIR must be revised to assess traffic impacts for the whole action of the proposed project (hotel/gas station/market/restaurant).** The proposed gas station, market, and restaurant could greatly increase disruption to traffic flow on SR 198 at the project site's single driveway. What would be the hours of operation of these facilities? How many parking spaces would they have? Pedestrian facilities in Three Rivers may be "nonexistent" (p. 418) in Three Rivers, but pedestrians are nevertheless regularly seen walking alongside SR 198. Their safety must also be considered in this assessment.

p. 419 -- Feasibility Study prepared for the project: "The Feasibility Study prepared for the Project forecasts an unaccommodated demand equivalent to 7.3% of the base-year demand, resulting from the analysis of monthly and weekly peak demand and sell-out trends. Unaccommodated demand refers to individuals who are unable to secure accommodations in the market because all the local *hotels* are filled [emphasis added]. These travelers must settle for less desirable accommodations or stay in properties located outside the market area. This evaluation does not consider the reportedly over 200 (and growing) short-term rental houses (e.g., VRBOs, AirBnBs) in Three Rivers that are responding to visitors' increasing desire to stay in that type of "local home" accommodation as opposed to a "big box" chain hotel. **The IS/DEIR should consider the short-term rental market in Three Rivers when evaluating the appropriateness of the proposed Hampton Inn to meet the lodging needs of visitors to the Three Rivers and our National Parks.** It may be that a new hotel hasn't been built in Three Rivers in over two decades because there is no demand or need for one. Many visitors

obviously do not consider these "local home" accommodations "less desirable" than the hotels on offer in Three Rivers.

p. 419 -- Less Than Significant Impact: "The Project would not result in hazards due to design features, since all proposed improvements (Project Driveway) would be built to County design standards." Again, this is based on the driveway serving only the hotel, not the additional proposed actions of the project, to build a gas station/market/restaurant in front of the hotel, beside the highway. **The IS/DEIR must be revised to determine the potential hazards resulting from the proposed whole project.** In an emergency situation, how long would it take the hotel guests and staff and the customers and staff at the gas station/market/restaurant to exit the project via a single driveway?

p. 428 -- Existing Conditions: "The first step toward assessing Project traffic impacts is to assess existing traffic conditions. . . . 2018 Traffic counts in the study area were used to evaluate existing traffic conditions in this traffic analysis. Intersection turning movement counts conducted for the Saturday and Sunday peak hour periods on February 3, 2018 and February 4, 2018, were used and are provided in Appendix B." The peak tourist season in Three Rivers and Sequoia National Park, when the proposed project would presumably be busiest, is not early February. It seems that a traffic study conducted then would be misleading and would heavily undercount the traffic impacts that would occur in the much busier six months of the year. The consultant, in consultation with Caltrans staff, used "a seasonal growth factor of 1.76 . . . to account for the increase in traffic in Three Rivers during the summer months." As a resident of Three Rivers for three decades, I would say that the growth factor between the first weekend in February and a summer weekend would likely be far greater than 1.76. **The IS/DEIR should include the basis for the 1.76 increase to verify its validity and applicability.**

p. 438 -- Near-Term Plus Project Traffic Conditions: "Traffic conditions with the Project in the Year 2022 were estimated by applying a growth rate of 1.3% per year to the existing traffic volumes. Historical growth in Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update." While population growth trends in Tulare County will likely be a factor in traffic volumes in Three Rivers, probably growth in visitation to Sequoia National Park is a much greater factor, as virtually all visitors reach the park via the highway, primarily SR 198 through Three Rivers, and a big percentage of these visitors come from outside of Tulare County. It appears from information online that Sequoia N.P. visitation increased from about 838,060 in 1996 to about 1,254,688 in 2016. **Perhaps the average growth rate of traffic volume could be more validly calculated from this information.**

p. 446 -- The penultimate paragraph mentions Sequoia National Forest and Kings Canyon National Park. It is likely that Sequoia National Park was intended, rather than the Forest. If so, the sentence should be corrected.

p. 449 -- **The site plan must be revised to show the whole action of the proposed project (hotel/gas station/market/restaurant).** It is also too small to enable much of it to be read. Where is the project's well? Where is its wastewater/septic system? Where is its landscaping? Where are the elevation drawings to show the project as a whole in its landscape and in relation to the highway and the Comfort Inn? **These must be provided in the IS/DEIR in order for their impacts to be evaluated.**

p. 545 -- Wastewater Treatment Facility: "Wastewater will be generated at the proposed hotel by domestic sources that include: sinks, toilets, showers, laundry, and limited food preparation and associated dish washing/dishwasher. The proposed hotel will serve breakfast, which consists of reheating prepackaged food in their food prep area and washing of cook wear used in the reheating process. All dinnerware and flatware will be disposable. Wastewater will be generated at the future development of the frontage lot (service station and market, and Subway restaurant) primarily via a public restroom (e.g. sinks, toilets) and limited food production for a Subway Restaurant, or equivalent." Does this mean that a single restroom will serve the gas station and the market and the restaurant? Page 546, Table 3 - Flow Rates - Commercial Development on Front Lot appears to indicate that the toilet use will produce only 7 gallons per day (is this per toilet?). The total Anticipated Flow for the gas station/market/restaurant portion of the project is 3,420, but it is not clear what it comprises. What is 2 gpd/single service for instance? This table needs to be clarified so that it can be understood. 17,145 gallons per day/365 days per year for the whole project seems like a lot to process. The adjacent Comfort Inn has had many problems with its wastewater disposal. **Where has the proposed wastewater treatment system for the proposed project been used? Has it been used successfully over time in similar conditions? Where is the proposed project's subsurface drip field?** p. 553 says that "the subsurface disposal systems shall hold in reserve sufficient land area for possible future 100-percent replacement of the subsurface disposal system." **What would cause the system to have to be entirely replaced? How often might that happen?**

p. 554, last paragraph, says that the proposed system must use disinfection due to minimum depth to groundwater and minimum soil depth from bottom of the dispersal system and per rates. This sounds ominous for impacts to groundwater quality. **What is the disinfection system? Is it automatic?**

pp. 558-559 discusses what can't be disposed of in the system. Many of the items on the list would be commonly part of the wastewater stream in the proposed whole project. **How will these items be properly disposed of?**

"DO NOT dispose of toxics or chemicals into system, such as restaurant degreasers, cleansers, wax strippers for linoleum, carpet shampoo and its waste products, and other toxics. As a general rule, nothing should go into any wastewater treatment system that hasn't been ingested, other than toilet tissue, mild detergents, and wash water. Every system user and qualified service provider should be familiar with the basic guidelines below:• No septic additives• No

flammable or toxic products• No excessive household cleaners• No chlorine bleach, chlorides, and pool or spa products• No pesticides, herbicides, or agricultural chemicals or fertilizers• No RV waste (unless the system is specifically designed and engineered to treat such waste)• No water softener backwash• No surface runoff or stormwater runoff• No excessive amounts of fats, oils and grease (FOG)• No food byproducts• No cigarette butts• No paper towels, newspapers, sanitary napkins, diapers, disposable wipes, floss, gum or candy wrappers, etc. •According to the manufacturer: Kitchen dishwashing appliances used in conjunction with AdvanTex treatment must be high-temperature appliances."

p. 562 -- General Conditions required for final installation approval:

"General Conditions required for final installation approval: •A shared well agreement must be established for the frontage lot. •A utility easement must be established for the wastewater treatment facilities installed on the frontage lot (e.g. dispersal field, lines, 100-percent replacement area)

**Shouldn't the IS/DEIR require that conditions be met prior to approval of the DEIR?**

# # #

Thank you for your consideration of these comments.

## Attachment 17

Comments Received from James O. Sickman, Ph.D

April 22, 2021

Hector Guerra  
Resource Management Agency  
Tulare County  
5961 South Mooney Boulevard  
Visalia, CA 93277

Dear Mr. Guerra:

This letter comments on the Draft Environmental Impact Report regarding the proposed Hampton Inn and Suites in Three Rivers, CA. In the letter I discuss deficiencies and associated risks of the wastewater treatment at the proposed Hampton Inn and cumulative effects of wastewater discharge from other hotels in the immediate area.

### **Background**

The proposed Hampton Inn and Suites will be located in the floodplain of the Kaweah River nearby the existing Comfort Inn. Together, these hotels will have 210 rooms and represent, by far, the largest concentration of lodging and wastewater generated in Three Rivers. The Comfort Inn has had several issues with wastewater treatment in the 2000s. The Central Valley Regional Water Quality Control Board received a citizen's report in June 2018 that wastewater was surfacing in the leach field and subsurface irrigation system of the Comfort Inn. This condition likely existed for many years based on Google Earth imagery showing green grass growing on the leach field and subsurface irrigation system in the dry season of 2009 and 2012 (Figure 1); in other years, lower resolution Google Earth images also show green grass growing during the dry season as far back as 2005.

In the 28-August-2019 report from the State Water Board (APPLICABILITY OF COVERAGE UNDER STATE WATER RESOURCES CONTROL BOARD ORDER WQ 2014-0153-DWQ-R5314), the groundwater level reported was within ten feet of the surface in the leach field and subsurface irrigation areas. Given that the soils in the area are sandy, the travel time of septic effluent into the shallow groundwater, based on the percolation rate for local soils presented in the Hampton Inn and Suites DEIR of 0.45 minutes per inch, will be less than an hour (120 inches x 0.45 min/inch = 54 minutes). The rate of lateral movement of groundwater from the Comfort Inn to the Kaweah River is unknown since no systematic measurements of subsurface hydraulic head have been made.

In 2018, likely in response to problems with the leach field and subsurface irrigation system, upgrades were made to the wastewater treatment system (see February 2018 Google Earth image), including the import of 3 to 4 feet of fill dirt used to cover most of the subsurface irrigation field. I believe that these improvements were made under the supervision of Rafael D. Divina, a project engineer currently employed by ALD General Engineering Inc. I would also note that Mr. Divina led the design of the Hampton Inn wastewater treatment system.

**Figure 1. Google Earth images of the Three Rivers Comfort Inn from 2009, 2012 and 2018. In 2009 and 2012, note that septic effluent is surfacing and keeping the vegetation green north of the hotel. In 2018, note the grading and filling of the leach field and subsurface irrigation area.**



The designs of the wastewater systems at the Comfort Inn and the proposed Hampton Inn share many similarities. Differences include: i. the Hampton Inn system will have a final UV sterilization step, ii. the distance between the leach field/subsurface irrigation area at the Hampton Inn (~270 feet) is less than the distance between the effluent fields and river (~525 feet) at the Comfort Inn, iii. the land surface elevation at the Hampton Inn is about 7 feet lower than the land elevation at the Comfort Inn and therefore closer to the elevation of the Kaweah River and iv) the primary septic leach area for the Hampton Inn, 4,766 square feet is much smaller than the apparent septic leach area for the Comfort Inn, 18,000 to 27,000 square feet (green areas circled in red north of Comfort Inn in Figure 1). Soils at the proposed Hampton Inn hotel are described as “fine to medium-grained sand” of alluvial origin, which is not surprising since the hotel is proposed for the floodplain of the Kaweah River. Percolation tests show that water moves vertically at a rate of 0.45 min/inch or 2.2 inches per minute.

I believe there is strong evidence that the cumulative effects of wastewater discharges from the proposed Hampton Inn development and the existing Comfort Inn will produce a significant effect on the environment. Here are my reasons:

1. The septic design of the Hampton Inn is based on a 105 rooms producing an average effluent volume of 60 gallons per room per day. Combining the hotel effluent volume with the effluent from the proposed gas station, sandwich shop and retail space yields a total effluent volume of 17,145 gallons. Combining the Hampton Inn effluent with the effluent estimated for the Comfort Inn (105 rooms x 100 gallons/room/day = 10,500 gallons per day) means that over 27,000 gallons of septic effluent will be discharged per day into the shallow groundwater along 1/10 of mile of river frontage. This is the equivalent effluent of more than 100 single family homes. The soils at the hotel sites have very high hydraulic conductivity and the groundwater levels are very shallow. Transit times for wastewater movement into the groundwater are on the scale of hours.

Neither the wastewater management plan at the Comfort Inn nor the plan for the Hampton Inn requires any type of groundwater monitoring to determine whether effluent is leaving the hotel properties and making their way into the nearby Kaweah River. This effluent will contain pathogens, nitrogen, pharmaceuticals, personal care products and other contaminants that are regulated by the US EPA and State of California. The effluent plumes from these two hotels represents a clear risk to the water quality of the local shallow groundwater and to the Kaweah River. At a minimum, the wells used to supply water to the Comfort Inn, the vacation rental house across the road from the proposed Hampton Inn and any new wells drilled on the site of the Hampton Inn should be regularly sampled for indicators of septic contamination (fecal coliform, pharmaceuticals, personal care products, nitrogen and dual isotope analysis of nitrate). Similarly, the Three Rivers Community Service District (TRCSD) should monitor bacterial levels in the Kaweah River just above the Comfort Inn and just below the Hampton Inn (but above the confluence with the South Fork of the Kaweah), so that impacts of the hotel effluent can be assessed on the Kaweah River. In addition to pathogens, nitrogen concentrations should be measured by the TRCSD.

2. The design of the Hampton Inn wastewater treatment system seems inadequate to handle the estimated sewage leachate. If the Comfort Inn, which produces 10,500 gallons per day requires a leach field and subsurface irrigation area of 18,000 to 27,000 square feet, how will the Hampton Inn be able to safely dispose of 17,145 gallons per day of wastewater in a primary leach area of only 4,766 square feet (see site map on page 1634 of the Hampton Inn DEIR)? It seems certain that the development will have to use some or all of the 14,300 square feet of leach area reserve along the Highway 198 frontage (see site map on page 1634 of the Hampton Inn DEIR). If this reserve leach area is needed, is it still possible for the developer to build a large gas station, restaurant and retail space on the property?

3. The septic design for the Hampton Inn is based on an average rate of sewage production of 60 gallons per day per room. This rate is based on an unpublished (non peer-reviewed) study of wastewater provided to Mr. Divina by Chris Ott, HTL Hospitality Advisor for the Hampton Inn project. The study is based on water usage at the St. Regis Resort in Aspen Colorado. I am very skeptical of this study. Firstly, the State Water Resources Control Board assumes that hotels in California produce, on average, 100 gallons per day per room. Secondly, it is in the financial interests of the developer to underestimate the amount of wastewater produced from the Hampton Inn development since it will require a smaller and less expensive treatment system

and, when waste volumes exceed 20,000 gallons per day, additional nitrogen monitoring is required which costs the hotel money.

4. Tertiary treatment of wastewater from the Hampton Inn will be achieved through UV sterilization. This sounds easy, but in practice, many things can go wrong. In a recent report by the Washington State Department of Health (<https://www.doh.wa.gov/Portals/1/Documents/Pubs/337-155.pdf>), investigators noted many problems with on-site UV sterilization systems (UVD):

“Of the studied UVD units, 25% could not provide disinfection because the UV bulb was not glowing. Additionally, 8% of the UVD units had thick biofilm deposits on the protective sleeve that likely inhibited disinfection. The study results showed that UV bulb malfunction and biofilm buildup often occurred in the same units. UV bulb malfunction was also common in systems that had electrical damage. This shows that thorough maintenance and repair of electrical damage are important to ensure proper functioning.”

“Review of service records showed that some UVD units had not been adequately maintained. 51% of the UV bulbs were more than 2 years old, and 44% of the protective sleeves had not been cleaned within the last year. Even though certified maintenance providers had inspected most systems when required by local regulations, the maintenance was not adequate.”

I am skeptical that personnel at the Hampton Inn have the technical skill and motivation to maintain these problematic UV sterilization systems, so it is likely that there will be many instances of discharge of fecal pathogens into the shallow groundwater near the Kaweah River.

5. Given the issues described above with the wastewater treatment plan for the Hampton Inn (and ongoing problems at the Comfort Inn), the Tulare County RMA should have the Hampton Inn wastewater treatment plan reviewed by an independent groundwater hydrologist/engineer who is an expert in on-site wastewater treatment and groundwater transport processes. Ideally, this independent review would also involve some sampling of hydraulic head and modeling of groundwater movement from the hotel sites to the Kaweah River. Without this type of in-depth study, the RMA is flying blind and creating a potential time-bomb of water pollution for the citizens of Three Rivers to live with.

Sincerely

James O. Sickman Ph.D  
Emeritus Professor of Hydrology  
University of California, Riverside

April 22, 2021

Hector Guerra  
Resource Management Agency  
Tulare County  
5961 South Mooney Boulevard  
Visalia, CA 93277

Dear Mr. Guerra:

This letter comments on the Draft Environmental Impact Report regarding the proposed Hampton Inn and Suites in Three Rivers, CA. In the letter I discuss errors in the DEIR in regard to the risk of flooding.

In regard to the flood risk for the Hampton Inn development, the DEIR states:

*“ii) Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact: The site will not resulting in waters capable of flooding either on- or off-site. The site is not subject to flooding and lies within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map.2”*

*“The Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche zones, that would result in a risk release of pollutants due to project inundation. As noted earlier in Item 10 c) ii), the Project does not lie within an area nor is it subject not subject to flooding within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map”*

Notwithstanding the poor grammar and typos in these statements, the FEMA flood map referenced in these quotes (Figure 1 below) does not show that the hotel will be located in an area not subject to flooding (Zone X areas in Figure 1). The map actually shows that the hotel will be built in an area where FEMA predicts a 0.2% annual chance of flood and that the easternmost part of the development (an area designated for septic leaching in the DEIR) may be in an area with a 1.0% annual chance of flood.

Furthermore, the flood hazard indicated in the FEMA map demonstrably underestimates the true flood risk along this section of the Kaweah River. I direct the RMA to read the Chapter entitled “High Water” in the book *Echoes of Three Rivers* (ISBN 978-1544868110). In this chapter the authors recount the events of December 22 and 23, 1955, when the largest flood of the 20<sup>th</sup> century struck Three Rivers. Here are some relevant quotes from the chapter:

“Bridges across the main river had been built with low clearances. the torrent unleashed in the high country in 1955 – twice the volume of the 1950 flood- carried mountains of debris that caught on the (bridge) supports and piled up into virtual dams. Witnesses said that torrents of water shot over the top. About three in the morning, the force collapsed the bridge at Dinely. The main bridge, dammed by debris that backed up the

churning waters around the Noisy Water, split apart when it was hit by the surge released at Dinely. This is the collapse that wrecked havoc downstream. A wall of water tore down the canyon..(and) swept everything clean where today's Red Barn Sequoia Nursery, Comfort Inn and the old pizza place stand."

Photographic evidence shown in Figure 2 corroborates this eyewitness account. The site of the Comfort Inn was completely scoured by the flood as was the site of the proposed Hampton Inn, A large section of Highway 198 was swept away. In Figure 3, I have used a Google Earth image to better show the extent of the flooding in 1955. The red dashed line shows the approximate extent of the flood wave released by the collapse of a debris dam formed at the old main bridge to North Fork Drive.

Figure 4 is an old aerial photograph of Three Rivers from the summer of 1955. There are a couple of relevant features. First, the red dashed line denotes the approximate extent of the December 1955 inundation which closely follows an arc of very large oak trees – these trees denote the natural floodplain of the Kaweah in this part of town. Second, notice how light the vegetation was along this stretch of the river before the December 1955 flood. Based on Echoes of Three Rivers, it seems like the 1950 flood did a good job of clearing out vegetation in the river bottom. Contrast the relative lack of vegetation in 1955 (pre and post flood), to the heavily vegetated condition of the river bottom in Figure 3. The last large flood on Kaweah was 24 years ago in 1997. Since that time, vegetation has exploded along the river and the river is now invaded by *Arundo donax* a tall perennial cane that is a major invasive species in California riparian areas.

The 1955 flood demonstrates, unequivocally, that the Hampton Inn Development is at significant risk of flooding. Such flooding could involve loss of life and the release of contaminants from the proposed hotel's leach field and any fuel tanks associated with the proposed gas station.

I also assert that the current FEMA map does not adequately represent the true flood hazard of the river in the vicinity of the Comfort Inn and proposed Hampton Inn. FEMA flood maps are derived mainly from topographic analyses. The mechanism that generated the 1955 flood, damming of coarse woody debris and catastrophic failures of debris dams, is not a scenario considered by FEMA. Furthermore, the FEMA map ignores climate change. It is well known that climate change is raising the winter snow line and that rain-on-snow events, driven by atmospheric river storms (aka the "pineapple express") are increasing the risk of flooding along the western slope of the Sierra Nevada (<https://link.springer.com/article/10.1007/s10584-011-0298-z>). The worst flood to strike Three Rivers occurred in 1861-1862 when a so called Arkstorm took place fueled by a stalled atmospheric river (<https://pubs.usgs.gov/of/2010/1312/>). If such a storm were to occur today, there would be an unimaginable amount of property damage along the main stem of the Kaweah River, including the likely destruction of both the Comfort Inn and proposed Hampton Inn and Suites.

In summary, I believe that the Tulare County RMA has not done their due diligence in assessing the hydrologic hazards for the proposed Hampton Inn development. The RMA cannot just simply quote the FEMA map when there is incontrovertible evidence that the project site was

swept clean by the Kaweah River 66 years ago and that moving forward larger flood will inevitably happen.

Sincerely

James O. Sickman Ph.D  
Emeritus Professor of Hydrology  
University of California, Riverside

Figure 1. FEMA flood map referenced in the Hampton Inn DEIR. Note that the hotel site will be located in an area with significant flood risk. Also note that Zone X areas in the FEMA map are upland areas far away from river channels and have minimal flood risk.

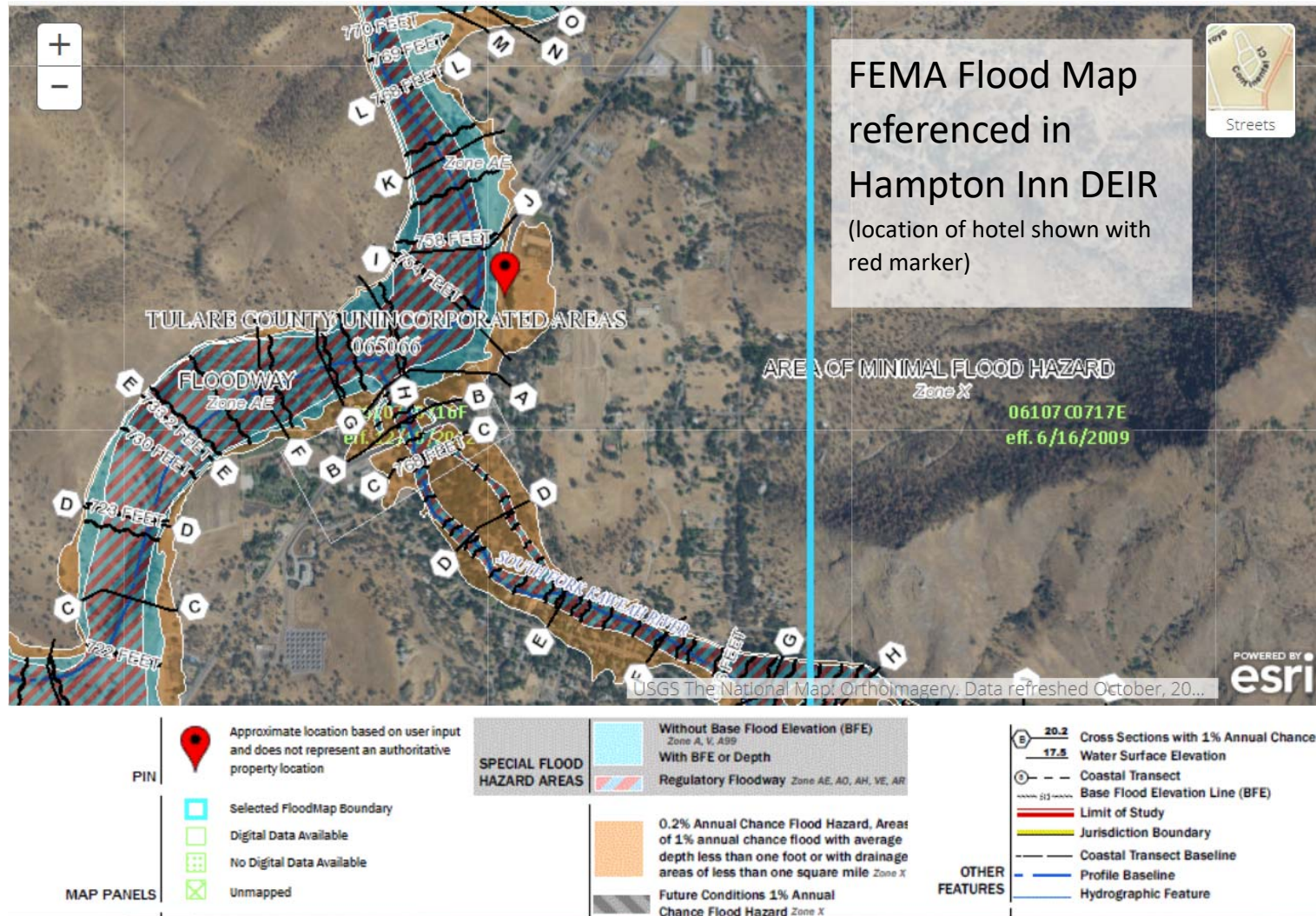


Figure 2. Historical photo of the aftermath of the December 1955 flood. The photographer was near the confluence of the South Fork and Main stems of the Kaweah facing northeast. Locations of the current Three Rivers Post Office, the current location of the Comfort Inn (formerly referred to as the Holiday Inn Express) and the proposed Hampton Inn are shown with red arrows. The approximate location of the washed-out section of Highway 198 is also shown. Source: Sequoia and Kings Canyon National Parks.

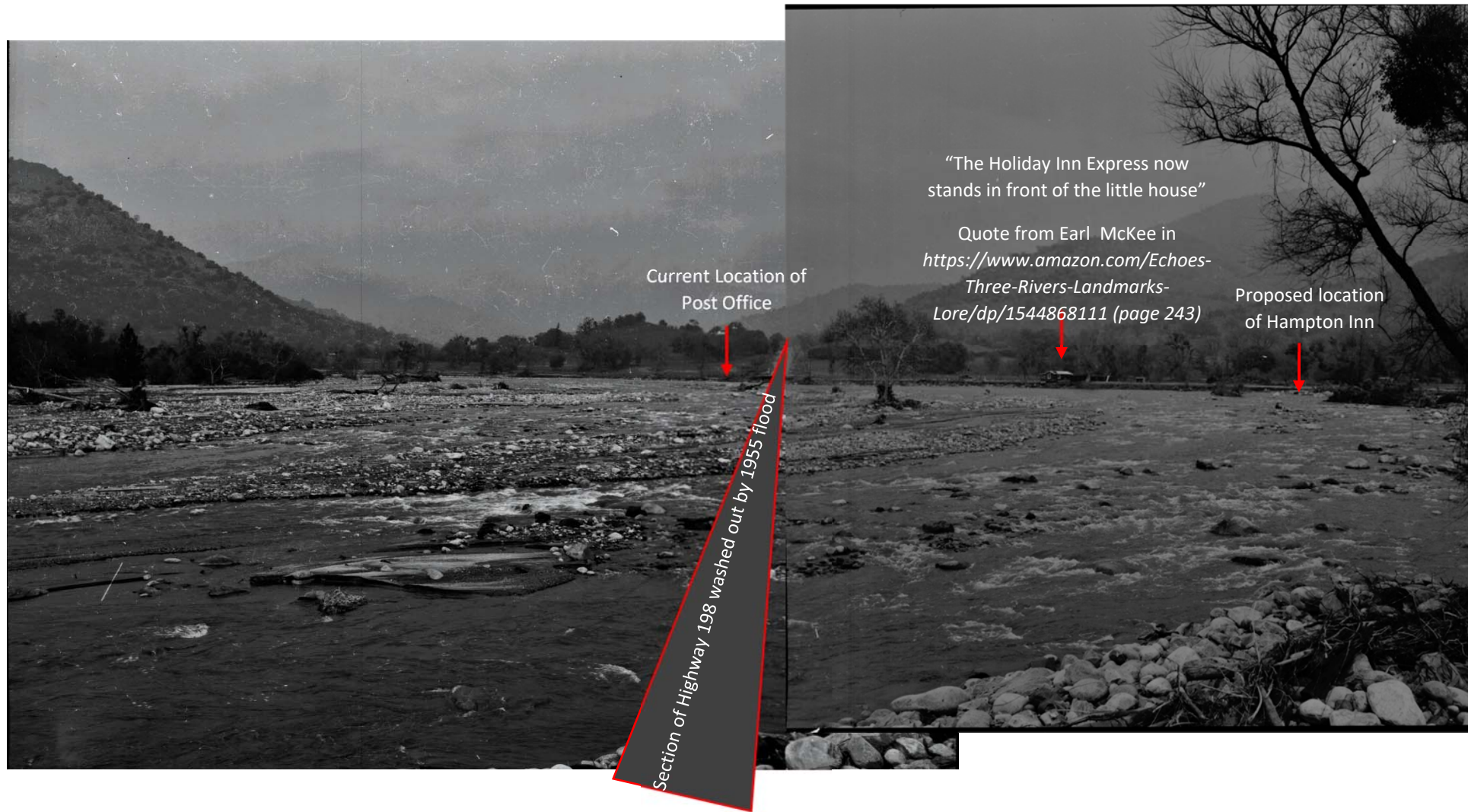


Figure 3. Google Earth image showing the current locations of the Comfort Inn (formerly the Holiday Inn Express) and the proposed Hampton Inn. also, shown are the approximate path of the washed-out section of Highway 198. The red boundary line delineates the area flooded in December 1955 within in the vicinity of the two hotels.

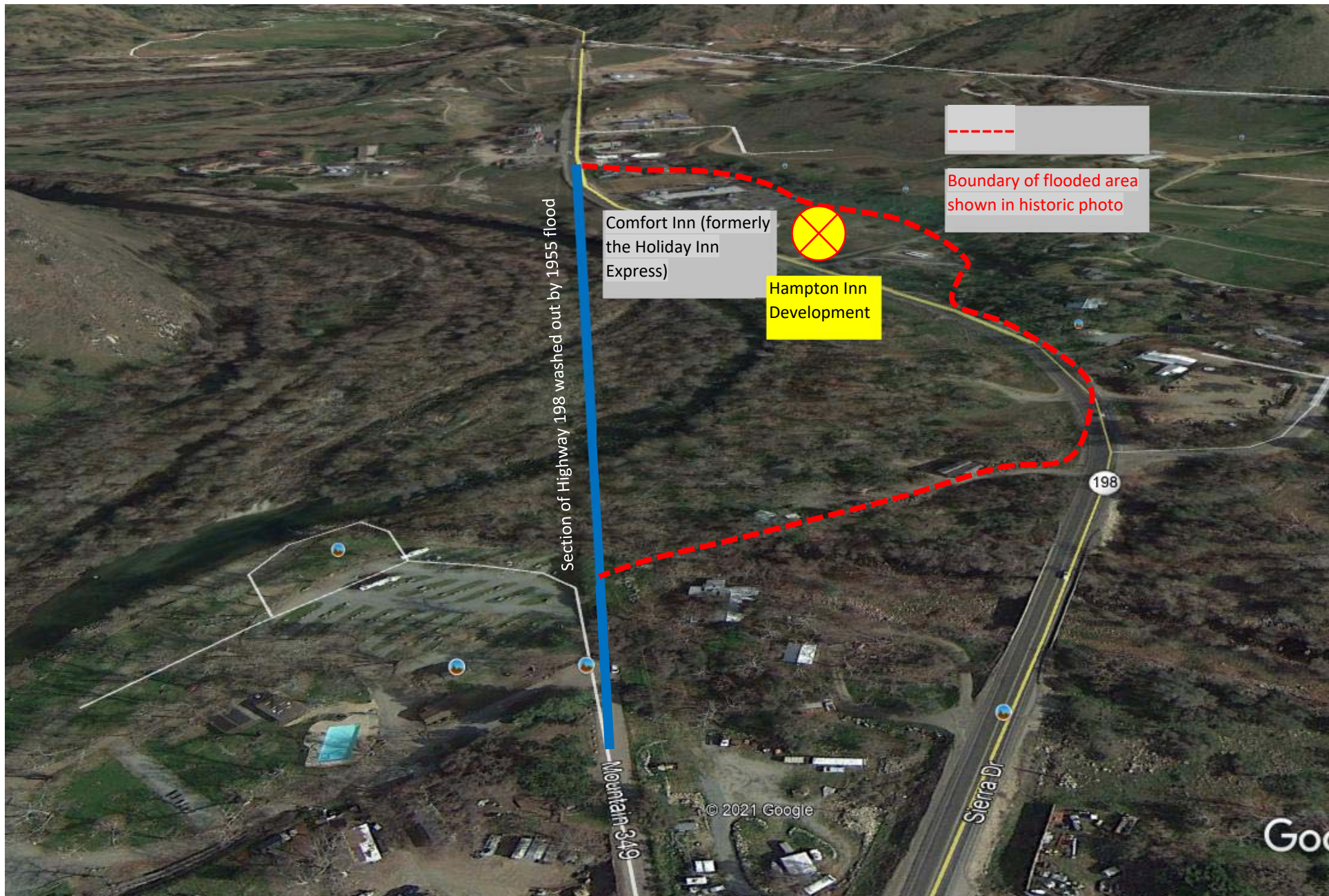
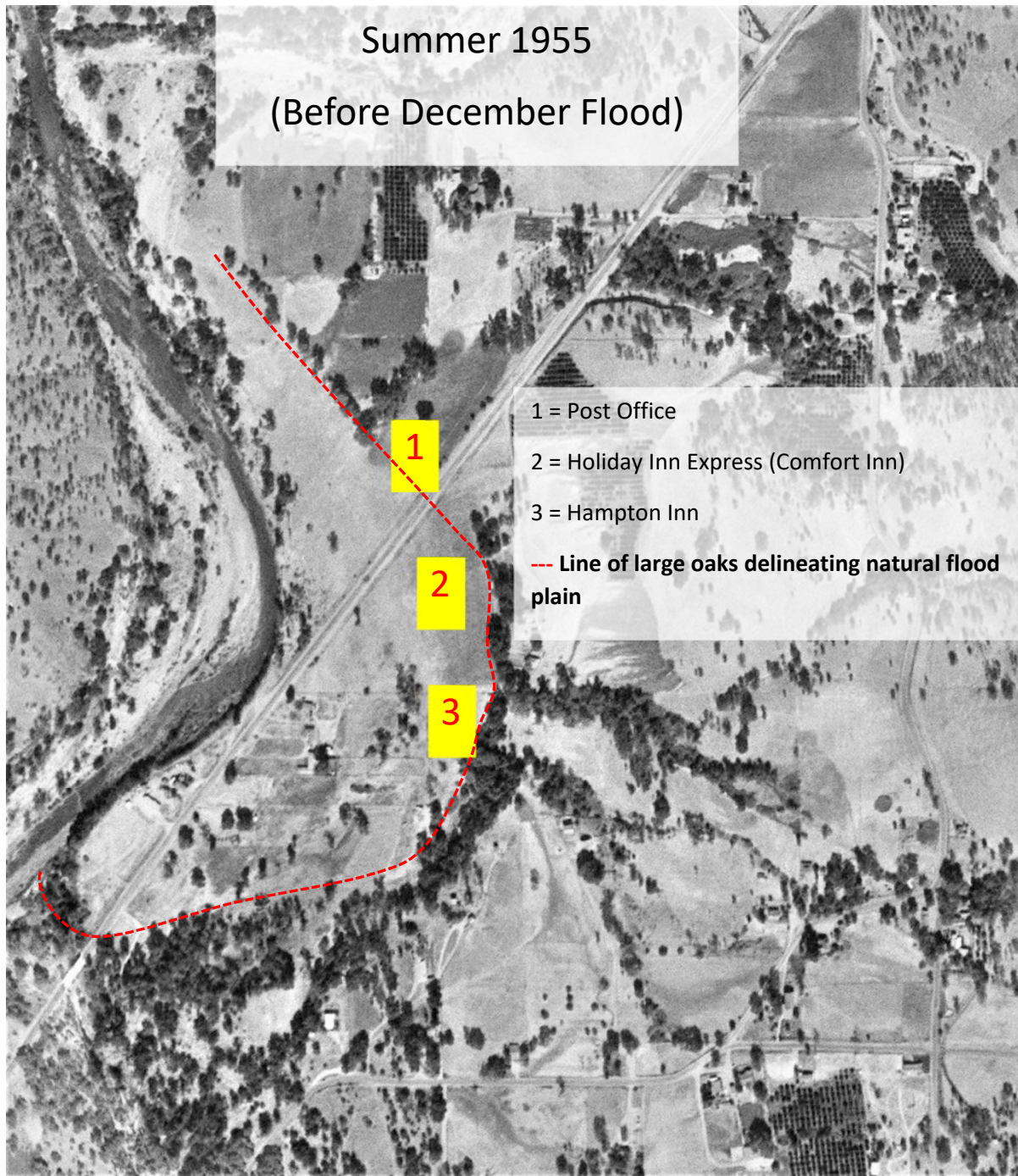


Figure 4. Aerial photo of Three Rivers from the summer of 1955. The current locations of the Post Office, Comfort Inn and Hampton Inn are shown. The red line denotes an area bordered by large, old oak trees and likely represents the natural flood plain of the Kaweah River. Note the relative lack of riparian vegetation surrounding the river and contrast this to the heavy vegetation now choking the river visible in Figure 3.



# Attachment 18

## Comments Received from Rod Simonian

**From:** [Rod Simonian](#)  
**To:** [Jessica R Willis](#)  
**Subject:** Re[2]: Hampton Inn & Suites,  
**Date:** Wednesday, March 10, 2021 8:50:18 AM

---

Hi thanks you think it will do any good?

----- Original Message -----

From: "Jessica R Willis" <[JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov)>  
To: "Rod Simonian" <[sim559@gmail.com](mailto:sim559@gmail.com)>  
Cc: "Hector Guerra" <[HGuerra@tularecounty.ca.gov](mailto:HGuerra@tularecounty.ca.gov)>  
Sent: 3/9/2021 3:57:50 PM  
Subject: RE: Hampton Inn & Suites,

Good afternoon Mr. Simonian.

Your comments have been received and put into the public record.

Best Regards.

*Jessica Willis*

Planner IV  
RMA Environmental Planning  
Ph: (559) 624-7122

---

**From:** Rod Simonian <[sim559@gmail.com](mailto:sim559@gmail.com)>  
**Sent:** Tuesday, March 9, 2021 11:25 AM  
**To:** Jessica R Willis <[JWillis@tularecounty.ca.gov](mailto:JWillis@tularecounty.ca.gov)>  
**Subject:** Hampton Inn & Suites,

Hi

There are many reason why this should not be approved. It is in the flood plain and the water table is less than 10 feet.

The land could be better used as a public park. which would be more beneficial than another Hotel. We need to start doing something for all the people of Three rivers, not just a few. I have lived here since 1971 . Finding a place to rent was hard back then and it is almost impossible now.

The long term residents has fallen to a very low level. It is not impossible for any family with kids to find some place to live here.

last note this project is not good for the environment and they will be hard pressed to find enough employees to run the hotel. The ones they do find will have to commute to work from more than 20 miles.

Thanks for your time  
Rod Simonian

## Attachment 19

Comments Received from David D. Wood, Ph.D

**From:** [Michael G Washam](#)  
**To:** [Larry Micari](#)  
**Cc:** [Jason Britt](#); [Aaron R Bock](#); [Jessica R Willis](#); [Hector Guerra](#)  
**Subject:** RE: 3R Development  
**Date:** Wednesday, March 10, 2021 3:03:29 PM  
**Attachments:** [Hampton NOA Notice Tracking Table.docx](#)

---

Supervisor Micari,

David Wood, PhD, is an involved citizen in the Three Rivers Community and often comments on proposed economic development projects and other matters related to the community. The email address below ([dwoodphd@gmail.com](mailto:dwoodphd@gmail.com)) is different than his old email 3rdw93271@gmail.com. In addition, Mr. Woods was formerly associated with the Three Rivers Village Foundation which is the way RMA staff had communicated with him in the past. However, that email address is not accepting our notice. As you can see by the comprehensiveness of the attached 14-page list of Federal Agencies, State & Regional Agencies, Local Agencies, Tribes, Neighboring Properties, and Other Interested Parties, that the RMA is fully transparent in this process and will add Mr. Wood's new email address to this list. The time/date of Mr. Wood's email indicates he was informed of the Notice of Availability within hours of its release and publication.

Jessica, please add the following to the Hampton Inn Interested Parties List:

David D. Wood  
44828 Mineral king Road  
Three Rivers, CA 93271  
[dwoodphd@gmail.com](mailto:dwoodphd@gmail.com)

Thanks.

**Michael Washam, ACE**

Associate Director

Tulare County Resource Management Agency  
5961 South Mooney Boulevard  
Visalia, CA 93277- 9394  
Telephone: (559) 624-7128

**Please note my email is now** [mwasham@tularecounty.ca.gov](mailto:mwasham@tularecounty.ca.gov)

---

**From:** Larry Micari <LMicari@tularecounty.ca.gov>  
**Sent:** Wednesday, March 10, 2021 1:46 PM  
**To:** Michael G Washam <mwasham@tularecounty.ca.gov>

**Cc:** Jason Britt <JTBritt@tularecounty.ca.gov>

**Subject:** FW: 3R Development

Mike, please see attached. Do we have an e-mail list? If so, can we please add David Wood? Please advise because I am sure I will be asked again. Thank you

Larry Micari

Tulare County Board of Supervisors District 1

2800 West Burrel

Visalia, CA 93291

Office (559)636-5000

Cell (559)909-8488

[lmicari@tularecounty.ca.gov](mailto:lmicari@tularecounty.ca.gov)

*Strength through service...*

---

**From:** David D Wood PhD <[dwoodphd@gmail.com](mailto:dwoodphd@gmail.com)>

**Sent:** Monday, March 8, 2021 7:57 PM

**To:** Larry Micari <[LMicari@tularecounty.ca.gov](mailto:LMicari@tularecounty.ca.gov)>

**Subject:** 3R Development

"March 8, 2021

## **Notice of Availability of a Draft Environmental Impact Report for the Three Rivers Hampton Inn and Suites Project**

This notice was published in the Sun-Gazette on Wednesday, March 3, 2021."

This was sent to me by a 3R person now relocated to Orange County. I did not receive this directly from RMA despite

- 1) hosting Town Halls for a couple years (including discussing other proposed 3R developments),
- 2) serving as last President of the Three Rivers Village Foundation, and
- 3) testifying at Planning Council and also participating directly at specific meetings with RMA staff .

It's not as though I haven't listed my contact info repeatedly over the years, or tried to be a community-minded volunteer or involved citizen again for years and years.

I count 60 residents RMA apparently e-mailed. I doubt any of us subscribe to or read the Exeter paper where the notice reportedly was posted last week. Do you know if the RMA plans to host a 3R community public meeting within the comment period?

This yet again appears to fail adequate “community service” other than seeming pro forma protocols and empty promises to collaborate.

Respectfully, David

David D. Wood  
44828 Mineral king Road  
Three Rivers, CA 93271

Sent from my iPhone

## Attachment 20

Responses Provided by Consultant  
ALD General Engineering, Inc.

**Steve Rothenberg email from April 9, 2021.**

***Comments:***

Your well is located 1,000 feet away based on Steve Rothenberg's measurement.

Concerned about "nature of off-site movements of soluble pollutants", and states that their nitrate levels (19.1 mg/L) exceed safe standards (10 mg/L).

***Responses:***

Dispersal field setback distances to domestic wells is 100 feet, pursuant to Tulare County Code and California Plumbing Code.

Wastewater effluent and drinking water standards are regulated by the Water Board.

Pursuant to Water Board Requirements we will be treating Nitrogen levels to provide a minimum reduction of 60%, by using an advanced treatment wastewater treatment system.

**Leah Launey email from March 9, 2021**

***Comments:***

Describes the site as a flood plain, creating not only flooding issues, but septic issues as well. Describes the area as a sand bar.

***Responses:***

Flood designations are regulated by FEMA. The site is mapped by FEMA as "Zone X". Areas of 0.2% annual change flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual change flood. For example, 1% annual chance flood is considered a 100-Year event.

The site is comprised of fine to medium-grained sand. The sands very high absorption potential and associated septic issues are being mitigated with an advanced treatment wastewater treatment system with UV disinfection and drip dispersal.

The system meets all county and California Plumbing Code minimum required setback distances.

## **Marilyn Messa email on March 22, 2021**

### ***Comments:***

- Plenty of high water and non-functioning septic systems especially in the area of this proposal.
- To add that many people on a small acreage with a hotel next door that the county has never resolved the septic situation, is unrealistic.
- Let's see the water source?
- The septic plan?
- The flood history?

### ***Response:***

The proposed wastewater system meets all county and Water Board requirements (e.g. vertical and horizontal setbacks, treatment requirements, effluent quantity and quality).

The neighboring lots septic issues are beyond the scope of this analysis.

The water source is an onsite well.

## **James Sickman, letter on April 22, 2021**

### ***Comments:***

Concerns about groundwater monitoring to determine whether effluent is leaving the hotel properties and making their way into the nearby Kaweah River. Describes effluent as containing pathogens, nitrogen, pharmaceuticals, personal care products and other contaminants that are regulated by the US EPA and State of California.

Requests for the wells used to supply water to the Comfort Inn, and wells on adjoining properties to be regularly sampled for indicators of septic contamination (fecal coliform, pharmaceuticals, personal care products, nitrogen and dual isotope analysis of nitrate).

Requests for the Three Rivers Community Service District (TRCSD) to monitor bacterial levels in the Kaweah River just above the Comfort Inn and just below the Hampton Inn (but above the confluence with the South Fork of the Kaweah), so that impacts of the hotel effluent can be assessed on the Kaweah River. In addition to pathogens, nitrogen concentrations should be measured by the TRCSD.

### **Specific System Design Concerns:**

1. Sizing Concerns. The Comfort Inn, at 10,500 gallons per day requires a dispersal area of 18,000 to 27,000 square feet. Why is the Hampton Inn, at 17,145 gallons per day,

dispersal area only 4,766 square feet (see site map on page 1634 of the Hampton Inn DEIR)? It seems certain that the development will have to use some or all of the 14,300 square feet of leach area reserve along the Highway 198 frontage (see site map on page 1634 of the Hampton Inn DEIR). If this reserve leach area is needed, is it still possible for the developer to build a large gas station, restaurant and retail space on the property?

2. Application Area: The septic design for the Hampton Inn is based on an average rate of sewage production of 60 gallons per day per room. Concerns about the data source. Describes the State Water Resources Control Board assumes that hotels in California produce, on average, 100 gallons per day per room. Asserts the system is purposely undersized to fall below regulatory thresholds for nitrogen treatment (<20,000 gpd) for cost saving purposes.
3. UV System Issues: Provided literature about what can go wrong, a report prepared by Washington State Department of Health. Issues referenced include: UV bulb was not glowing, thick biofilm deposits on the protective sleeve, UV bulb malfunction. This shows that proper and adequate maintenance is important to ensure proper functioning. I am skeptical that personnel at the Hampton Inn have the technical skill and motivation to maintain these problematic UV sterilization systems, so it is likely that there will be many instances of discharge of fecal pathogens into the shallow groundwater near the Kaweah River.

### ***Responses:***

All tertiary treated effluent must meet regulatory treatment levels. Sampling and analysis is required to verify adequate treatment pursuant to the general order.

The hotels well and public wells on adjoining properties must be monitored in accordance with their permit with the Regional Water Quality Control Board – Division of Drinking Water.

The minimum dispersal area required is 14,287.5 square feet, not 4,766 square feet as you described. Which is calculated by dividing the total quantity of effluent per day (17,145 gpd) by the hydraulic loading rate (1.2 gpd/sq.ft.).

The systems capacity per hotel room is 130.7 gpd, based on a total daily use of 11,100 gpd, which exceeds the 100 gpd per room described by the Water Board. The references you described were used for comparison purposes only. The peak system capacity is theoretically 17,145 gpd, which provides for up to 163.3 gpd per room.

The system must be maintained by a maintenance provider with an appropriate Wastewater Treatment Plan Certification, pursuant to Section 13626 of the California Water Code. Additionally, the maintenance provider must be certified by the equipment manufacturer, Orenco. Furthermore, the wastewater treatment components that require repairs will be installed in duplicate (e.g. septic tank effluent pumps, recirculation pumps, discharge pumps, UV

treatment units) that alternate, or in the case of UV treatment are installed in series, and in the event one requires repairs, the other continues to operate.

**ADDENDUM 1:**

**REPORT OF WASTE DISCHARGE  
FOR THE  
PROPOSED HAMPTON INN & SUITES**

**40758 SIERRA DRIVE, THREE RIVERS, CALIFORNIA 93271  
APN #068-100-010 and #068-080-010**

**December 8, 2020**

The purpose of this addendum is to clarify the evaluated uses on the frontage lot (APN #068-100-010). The uses defined in our Report of Waste Discharge (RWD) (service station and market, and Subway restaurant, or equivalent) are purely speculative and unknown at this time. The purpose of defining uses in the RWD was solely for calculation purposes for designing a single Wastewater Treatment Facility (WWTF) to service the following parcels: APN# 068-080-010 and 068-100-010. The future uses of the frontage lot will only be limited by the available WWTF capacity, which will be based on actual flows logged using flow meters. The anticipated capacity for the frontage lot is 3,420 gallons per day.

*/s/ Dave Annis*

David Annis, PG  
ALD General Engineering  
Project Geologist  
PG 9,444

**AdvanTex**® Treatment Systems

# AX-Max<sup>TM</sup>

Manufactured by **Orenco Systems, Inc.**



*This full-sized AdvanTex® AX-Max™ wastewater system was installed at a 50-site campground in the LaPine State Park, LaPine, Oregon, to handle design flows of 7,500 gpd (28.4 m³/day).*

## Decentralized Wastewater Treatment for Commercial Properties and Communities



814 Airway Avenue, Sutherlin, Oregon, USA 97479  
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### Applications:

- Municipal systems
- Subdivisions, apartments
- Golf course developments, resorts
- Manufactured home parks
- Parks, RV parks, campgrounds
- Schools, churches, businesses
- Rest areas, truck stops

# AdvanTex® AX-Max™ Treatment System

## Reliable, Energy-Efficient Wastewater Treatment

## Everywhere!



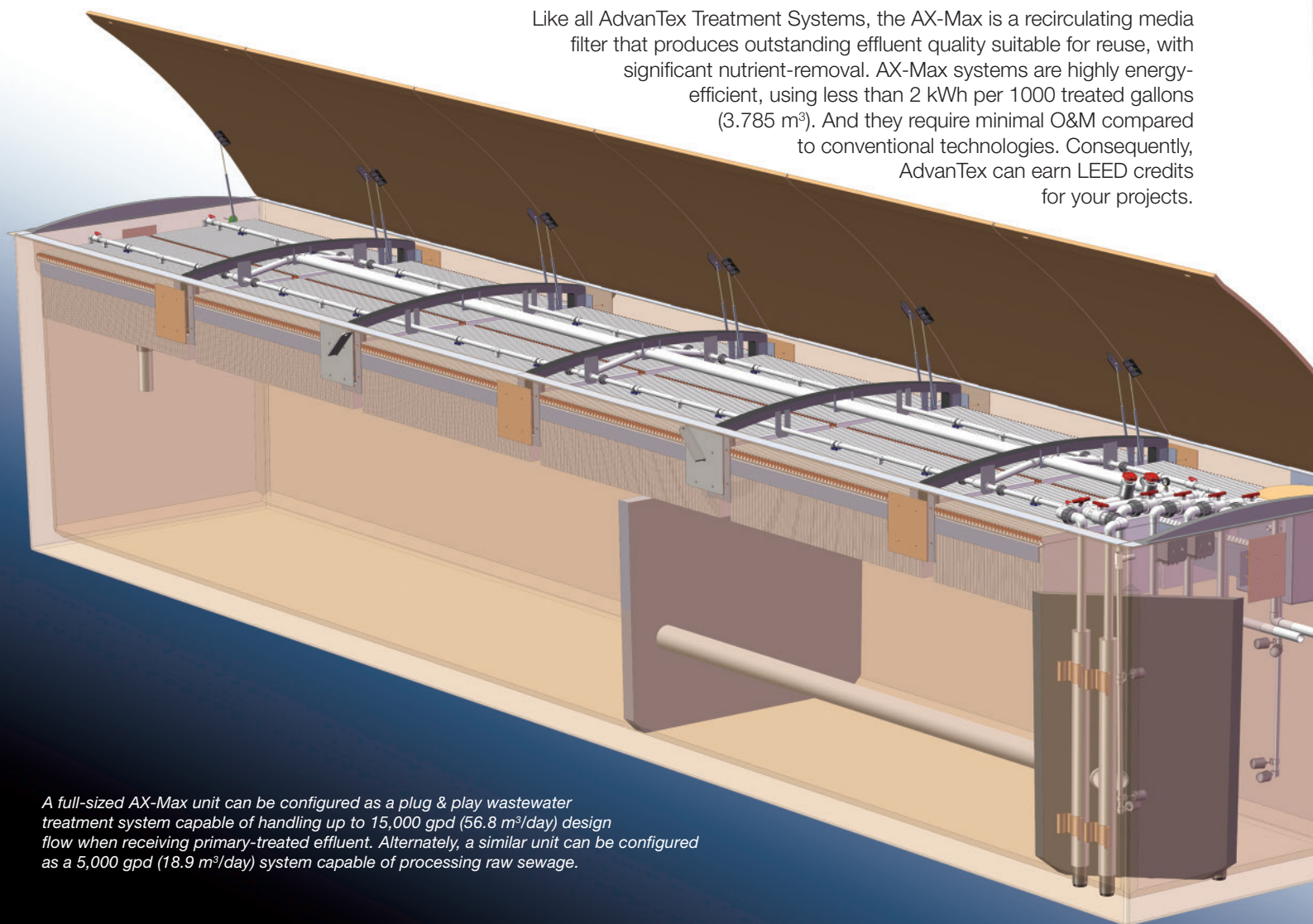
The Yakama Nations Housing Authority in Washington state added five AdvanTex® AX-Max units (background) to its ten AdvanTex AX-100 units, increasing the capacity of its wastewater system by 50%. Photo courtesy of Fextex Systems, Inc.

For more than 15 years, Orenco's AdvanTex® Treatment Systems have been providing reliable, energy-efficient wastewater treatment inside and outside the urban core. AdvanTex textile filter technology has been winning awards and coming out on top in field trials and demo projects, all over the world.

Orenco's newest product in the AdvanTex line is the AX-Max™: a completely-integrated, fully-plumbed, and compact wastewater treatment plant that's ideal for commercial properties and communities. It's also ideal for projects with strict discharge limits, limited budgets, and part-time operators.

## A Sustainable Solution for Wastewater Treatment

Like all AdvanTex Treatment Systems, the AX-Max is a recirculating media filter that produces outstanding effluent quality suitable for reuse, with significant nutrient-removal. AX-Max systems are highly energy-efficient, using less than 2 kWh per 1000 treated gallons (3.785 m<sup>3</sup>). And they require minimal O&M compared to conventional technologies. Consequently, AdvanTex can earn LEED credits for your projects.



A full-sized AX-Max unit can be configured as a plug & play wastewater treatment system capable of handling up to 15,000 gpd (56.8 m<sup>3</sup>/day) design flow when receiving primary-treated effluent. Alternately, a similar unit can be configured as a 5,000 gpd (18.9 m<sup>3</sup>/day) system capable of processing raw sewage.

# AdvanTex® AX-Max™ Treatment System



## Set, Plumb, Wire, and Go

The AX-Max is pre-plumbed and easy to install, so AX-Max projects can meet the tightest deadlines. The entire system — including treatment, recirculation, and discharge — is built inside an insulated fiberglass tank that ranges from 14-42 feet (4.3-12.8 m) in length. AX-Max units can be installed above-ground — for maximum versatility in temporary or variable-flow situations — or in-ground. They can also be installed individually or in multi-tank arrays, treating up to 1 MGD (3,800 m<sup>3</sup>/day).

## For Every Climate and Condition

AX-Max systems provide excellent treatment anywhere, and they have been installed all over the world. For example, AX-Max systems have been installed at Malibu's famous beach parks and New Zealand's Glendhu Bay campground. Several more were installed in Soyo, Africa, to serve a new hospital and school. Other AX-Max systems have been installed on top of Alaska's frozen tundra and St. Lucia's volcanic rock. Still more have been installed in mining camps from Alberta to Texas and, in the Midwest, at a U.S. Department of Defense demo site.



Units range from 14'-42' in length. This 21' unit is ideal for lower flows.

## Benefits

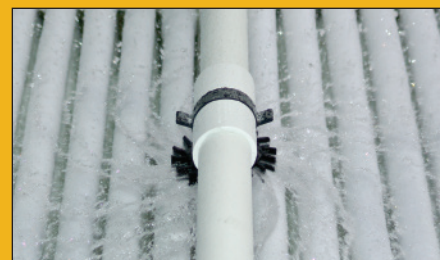
- Containerized, fully-plumbed
- Capable of meeting stringent permit limits
  - ~ Reuse-quality effluent
  - ~ Significant reductions in ammonia, total nitrogen
- Compact and versatile
- Above-ground or in-ground installation
- Easy to set
- Simple to operate
- Low energy usage: <2 kWh per 1000 treated gal. (<2 kWh per 3.785 m<sup>3</sup>)\*

\* When treating domestic waste



### Textile Treatment Media

The treatment medium is a uniform, engineered textile. AdvanTex textile is easy to clean and allows loading rates as high as 50 gpd/ft<sup>2</sup> (2000 L/day/m<sup>2</sup>) with primary-treated influent.



### Effluent Distribution

High-quality, low-horsepower pumps micro-dose the treatment media at regular intervals, and proprietary spin nozzles efficiently distribute the effluent, optimizing treatment.



### Telemetry Controls

Orenco's telemetry-enabled control panels use a dedicated phone line or ethernet connection, ensuring 24/7 monitoring and real-time remote control.

# AdvanTex® AX-Max™ Treatment System

## Carefully Engineered by Orenco

Orenco Systems has been re-searching, designing, manufacturing, and selling leading-edge products for small-scale wastewater treatment systems since 1981. The company has grown to become an industry leader, with about 300 employees and 300 points of distribution in North America, Australasia, Europe, Africa, and Southwest Asia. Our systems have been installed in more than 70 countries around the world.

Orenco maintains an environmental lab and employs dozens of civil, electrical, mechanical, and manufacturing engineers, as well as wastewater treatment system operators. Orenco's technologies are based on sound scientific principles of chemistry, biology, mechanical structure, and hydraulics. As a result, our research appears in numerous publications and our engineers are regularly asked to give workshops and trainings.



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Orenco Systems®, Inc.

## Project Summary



Installation photos courtesy  
of BioSolutions, Inc.

### Point Dume State Beach and Preserve, Southern California

In spring, 2011, Los Angeles County needed to quickly upgrade restrooms at Malibu's Point Dume State Beach in time for the long — and busy — Memorial Day weekend. The county's engineer specified three AX-Max units, one for each restroom, and all three were installed in a matter of days. The small footprint of this configuration saved the county valuable space for visitor parking. After disinfection, the treated effluent is dispersed right into the sand. Point Dume is part of a large-scale upgrade of L.A. County beach parks, virtually all of which include AdvanTex Treatment Systems of various sizes and configurations.



### Fully Supported by Orenco

AdvanTex Treatment Systems are part of a comprehensive program that includes ...

- Designer, installer, and operator training
- Design assistance, technical specifications, and plan reviews
- Installation and operation manuals
- Lifetime technical support

Distributed by:

# Attachment 21

Responses Provided by Consultant  
VRPA Technologies Inc.

## MEMORANDUM

**TO:** Hector Guerra, Tulare County Resource Management Agency  
**FROM:** Jason Ellard, VRPA Technologies, Inc. (VRPA)  
**THROUGH:** Georgiena Vivian, VRPA  
**DATE:** June 5, 2021  
**SUBJECT:** Responses to Comments on Proposed Hampton Inn Hotel & Suites in Three Rivers

### INTRODUCTION

The purpose of this memo is to respond to the comments regarding the Proposed Hampton Inn Hotel & Suites in Three Rivers; specifically in regard to traffic-related comments received.

As such, the remainder of this memo consists of VRPA'S responses to traffic related comments on the Project.

### COMMENTS AND RESPONSES

#### Shivon Lavelly, 41050 Blossom Drive –

1. In the DEIR, you have included a traffic report that was conducted in February 2018, for another hotel (The Sequoia Spa and Hotel) so it is not site specific. It is also outdated. Caltrans considers any traffic impact report to be stale after 2 years.

**Response:** The Traffic Impact Study (TIS) for the proposed Project was completed in the year 2020. Typically, existing peak hour counts are collected in the study area for purposes of evaluating existing conditions. However, the COVID-19 pandemic has altered travel patterns in the State of California, especially with the closure of the Sequoia-Kings Canyon National Park. As a result, existing traffic counts would be skewed and wouldn't reflect typical travel patterns in the study area. 2018 Traffic counts in the study area were used to evaluate existing traffic conditions in this traffic analysis. In addition, a growth rate of 1.3% per year was applied to the 2018 counts to estimate Year 2020 traffic volumes in the study area. Historical growth in Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update.

2. This traffic report also uses metrics that are inconsistent. It gathered data using the Level of Service (LOS) but the conclusions were given in VMT. Senate Bill 743 states that after July 1, 2020, implementation of the new guidelines by CEQA, must be used. The traffic data was gathered before July 1, 2020, but the DEIR was drafted after July 1, 2020. All data should be gathered in VMT, not LOS, to reflect the current impact to the environment regarding greenhouse gases. An accumulation of greenhouse gases causes significant harm to the environment.

**Response:** The TIS prepared for the Project was completed under Caltrans oversight given the location of the Project with respect to the State Route (SR) 198 Corridor. On April 13, 2020, Caltrans prepared a Memorandum (attached) regarding *“VMT CEQA SIGNIFICANCE DETERMINATIONS FOR STATE HIGHWAY SYSTEM PROJECTS IMPLEMENTATION TIMELINE MEMORANDUM”*. In the memorandum, Caltrans indicated that *“Projects initiated on or after December 28, 2018 which have reached or will reach Caltrans’ Milestone 020 (“Begin Environmental”) before September 15, 2020, will be evaluated by the Department in consultation with project sponsors on a case-by-case basis to determine if the use of a VMT-based transportation impact significance determination in the draft environmental document is warranted.”* The Project began its environmental process in the first quarter of 2020 and utilized the appropriate metric for analysis of Project impacts.

3. Traffic data was gathered on February 3rd and 4th in 2018, which is a weekend, and Caltrans has said that data should be gathered on weekdays. February traffic does not reflect the massive influx of visitor traffic, which occurs during the summer months. Over 1.2 million people visited Sequoia and Kings Canyon National Parks in 2019, and the majority of them came through Three Rivers! Currently, there are almost 200 Airbnb’s in Three Rivers, which also adds to the number of vehicles on the road and traffic congestion.

**Response:** See response to Comment 1 above. Typically, impacts of a potential project will be evaluated against the weekday AM and PM peak hours. However, Caltrans determined that the appropriate peak hours to evaluate Project impacts was the Saturday and Sunday peak hours.

4. I do not believe that your traffic analysis is supported by substantial evidence nor do I believe it complies with the Senate Bill 743 requirements.

**Response:** See response to Comment 2 above.



**Norma Navarez & Clarence M. Conover III –**

1. As a resident of Three Rivers for over 30 years, we have many concerns about this large development in our small area of Three Rivers. One of our main concerns is that of water. This year Ash Mountain records show that we are approximately 30% of normal in precipitation, the lowest that has ever been recorded. Prior to this, records show this year is a 3-year drought with 1 normal year break prior to a 4-year drought, causing a significant deficit to the local aquifer

This lack of precipitation is part of a hotter and drier pattern that has devastated CA and the western USA for decades is a clear indicator of climate change. Last year's fire, Castle/SQF Complex fire, in our vicinity threatened much of Three Rivers causing mass evacuation in the most populated part of Three Rivers. In this most populated area is the proposed Hampton INN & Suites. The increase in traffic and people would be a significant impact on the evacuation of people in Three Rivers during devastating fires. There is already a problem of people walking from the Comfort Inn to the Village Market, Pharmacy. Pizza factory complex, with no sidewalk or cross walk to the area along the small road shoulder. These pedestrians are frequently distracted by phones and other family members and not very observant of the vehicle traffic. It is only a matter of time before a pedestrian vs vehicle accident occurs as the human traffic increases along the highway.

**Response:** The TIS prepared for the Project was completed under the Caltrans oversight given the location of the Project with respect to the State Route (SR) 198 Corridor. The Project began its environmental process in the first quarter of 2020 and utilized the appropriate metric for analysis of Project impacts. As noted in the TIS (page 26) "The Project would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet Tulare County's and Caltrans' LOS "D" criteria through the year 2042. As a result, the Project will not result in inadequate emergency access."

**Marilyn Messa –**

1. This project will have immense impacts on Traffic, Air Quality and Overburdening of our resources.



**Response:** The TIS prepared for the Project was completed under the Caltrans oversight given the location of the Project with respect to the State Route (SR) 198 Corridor. The Project began its environmental process in the first quarter of 2020 and utilized the appropriate metric for analysis of Project impacts.

Should you have any questions or need further information, please feel free to contact Jason Ellard at (559) 271-1200 and [jellard@vrpatechnologies.com](mailto:jellard@vrpatechnologies.com) or Erik Ruehr at (858) 361-7151 and [eruehr@vrpatechnologies.com](mailto:eruehr@vrpatechnologies.com).



# Memorandum

To: TRANSPORTATION STAKEHOLDERS

Date: April 13, 2020

From: ELLEN GREENBERG  
Deputy Director, Sustainability

CHRIS SCHMIDT  
SB 743 Program Manager

Subject: **VMT CEQA SIGNIFICANCE DETERMINATIONS FOR STATE HIGHWAY SYSTEM  
PROJECTS IMPLEMENTATION TIMELINE MEMORANDUM**

## 1. Overview

This memorandum establishes the timing and application of changes to Caltrans' California Environmental Quality Act (CEQA) process to implement Senate Bill (SB) 743 for capacity-increasing projects on the State Highway System (SHS). The memo recognizes that many projects on the SHS will not be affected by these changes, as detailed in Attachment A.

The requirements established in this memorandum are consistent with the January 4, 2019 message distributed by Caltrans Division of Environmental Analysis (DEA). It recommended that Districts use VMT to analyze transportation impacts of projects with the potential to increase VMT and for which a Notice of Preparation (NOP) was issued after December 28, 2018, particularly for projects not anticipated to be approved until after September 15, 2020.

### 1.1 Policy Statement

Caltrans has determined that Vehicle Miles Traveled (VMT) is the most appropriate primary measure of transportation impacts for capacity-increasing transportation projects on the State Highway System (SHS). The determination of significance of VMT impact will require a supporting induced travel analysis for capacity-increasing transportation projects on the SHS when Caltrans is lead agency or when Caltrans designates another entity as lead agency.

Many types of projects will be unaffected by the use of VMT as a measure of transportation impacts because they are assumed to not lead to a substantial increase in vehicle travel. See Attachment A for detail.

Note that for transportation projects not on the State Highway System, local agencies have the discretion to select a different measure of transportation impact consistent with CEQA and other applicable requirements.

### 1.2 Guidance Documents

The Caltrans Divisions of Traffic Operations (DTO) and Environmental Analysis (DEA) are currently preparing the following guidance documents addressing the Department's transportation analysis and CEQA procedures:

- **Project Development Transportation Analysis Framework (TAF):** This document will provide guidance for CEQA transportation/traffic analysis for projects on the SHS, including direction to Caltrans Districts related to selecting methods for VMT analysis (including induced travel demand) in project-level environmental documents reflecting both project type and context (urban vs. rural).
- **Transportation Analysis under CEQA (TAC):** The TAC will provide methodologies for CEQA practitioners to evaluate the transportation impacts of projects on the SHS, including how to determine significance of those impacts, and will identify potential mitigation measures.

We are working to make the documents available in draft form for informal feedback from stakeholders in April 2020, with a target publication date in advance of September 15, 2020. For each of the documents, we are planning an informational webinar during the review period as well as one or more technical roundtables to provide opportunities for discussion and information sharing.

## **2. Implementation Timeline**

- 2.1** Projects initiated on or after December 28, 2018 which have reached or will reach Caltrans' Milestone 020 ("Begin Environmental") before September 15, 2020, will be evaluated by the Department in consultation with project sponsors on a case-by-case basis to determine if the use of a VMT-based transportation impact significance determination in the draft environmental document is warranted. Factors that will weigh in favor of including a VMT-based significance determination include but are not limited to:
- Project scope includes a new alignment and/or additional lane miles and project location is in a corridor / area with existing or projected congestion
  - A high level of public and stakeholder interest in the project.

Note that the final environmental document for a project would use the same metric for transportation significance determination as its draft document. If the traffic study requires re-initiation between draft and final, then the project will be subject to the requirements identified under 2.3 below.

- 2.2** Capacity-increasing projects on the State Highway System that will reach Caltrans' Milestone 020 ("Begin Environmental") on or after September 15, 2020, will include a VMT-based transportation impact significance determination in the draft environmental document. The Project

Development Team (PDT) shall apply Caltrans published guidance (Transportation Analysis Framework (TAF) and Transportation Analysis in CEQA (TAC)) in conducting the analysis of transportation impacts and making significance determinations based on the VMT metric.

**2.3** Subsequent, supplemental, later tier, or other later CEQA documents which include a new traffic study shall follow the guidance for draft environmental documents per the applicable section below.

**2.3.1** If the traffic study is re-initiated before September 15, 2020, the Department in consultation with project sponsors will determine whether VMT-based transportation impact significance determination will be included, based on the factors listed in item 2.1 above.

**2.3.2** If the traffic study is re-initiated on or after September 15, 2020, for reasons which do are not expected to result in a substantial change to the study's results, and subject to the approval of the Caltrans District Director, no VMT-based transportation impact significance determination will be required.

**2.3.3** If the traffic study is re-initiated on or after September 15, 2020, and the later study may result in substantially different results as compared to the prior study, the PDT shall apply Caltrans-published guidance to conduct an analysis of VMT impacts and make a determination of transportation impact significance using VMT as a metric.

### **3. Additional Considerations**

**3.1** Most projects on the SHS are non-capacity increasing (see Attachment A). These projects are not anticipated to have significant transportation impacts under CEQA and would generally not require quantitative VMT analysis or mitigation.<sup>1</sup>

**3.2** Capacity-increasing projects will require VMT analysis to determine whether significant, adverse transportation impacts are anticipated. The potential for projects to induce additional travel ("VMT attributable to the project" per OPR) will be the basis for determinations of significance. Potential VMT analysis methods include use of elasticity-based calculators, regional travel demand models and use of the Statewide Travel Demand Model. Methods used will be required to reflect the potential for capacity additions to induce vehicle travel. Caltrans' Transportation Analysis Framework (TAF) will address selection of appropriate methodologies.

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<sup>1</sup> OPR, *Technical Advisory*, 20, 24.

- 3.3** Many capacity-increasing projects will result in significant, adverse transportation impacts and mitigation will be required to reduce those impacts. A Statement of Overriding Considerations may be required to approve projects in the case mitigation cannot reduce adverse impacts to a less than significant level. Utilizing a Statement of Overriding Considerations would follow established CEQA guidance for allowing project approvals despite unavoidable environmental effects to one or more resources.
- 3.4** Note that a Statement of Overriding Considerations can only be made if an Environmental Impact Report (EIR) has been prepared. For new projects, PDTs should consider the likelihood of a significant impact determination when determining the appropriate level of document. PDTs should also evaluate whether projects currently scoped as Negative Declarations/Mitigated Negative Declarations (ND/MND) may require rescoping to an EIR if a significant impact to transportation appears to be likely using VMT as a metric, and a Statement of Overriding Considerations will ultimately be utilized. Utilizing a Statement of Overriding Considerations would follow established CEQA guidance for allowing project approvals despite unavoidable environmental effects to one or more resources.

## **ATTACHMENT A**

### **Project types not likely to lead to a substantial increase in vehicle travel**

The language below is excerpted directly from "Technical Advisory on Evaluating Transportation Impacts in CEQA," Governor's Office of Planning and Research, December 2018. Caltrans guidance will indicate that the project types listed would not likely lead to a substantial or measurable increase in vehicle travel. Please note that almost all projects programmed as part of the SHOPP are in categories included in the list below, and therefore will be unaffected by the requirements of SB 743.

Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; transportation management system field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles

- Installation, removal, or reconfiguration of traffic control devices, including transit signal priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

## II. Chapter 8

# Mitigation Monitoring and Reporting Program

# Mitigation Monitoring and Reporting Program Chapter 8

This Draft Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and based upon the findings of the Draft Environmental Impact Report (EIR) for the proposed Project. The MMRP lists mitigation measures recommended in the draft EIR for the proposed Project and identifies monitoring and reporting requirements.

The CEQA Public Resources Code Section 21081.6 requires the Lead Agency decision making body is going to approve a project and certify the EIR that it also adopt a reporting or monitoring program for those measures recommended to mitigate or avoid significant/adverse effects of the environment identified in the EIR. The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The MMRP is to contain the following elements:

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when and by whom and compliance will be monitored and reported and to whom it will be report. As necessary the reporting should indicate any follow-up actions that might be necessary if the reporting notes the impact has not been mitigated.
- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon the recommendations by those responsible for the MMRP. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program

**Table 8-1** presents the Mitigation Measures identified for the proposed Project in this EIR. Each Mitigation Measure is identified by the impact number. For example, 4-1 would be the first Mitigation Measure identified in the Biological analysis of the Draft EIR.

The first column of **Table 8-1** identifies the Mitigation Measure. The second column, entitled “Monitoring Timing/Frequency,” identifies the time the Mitigation Measure should be initiated and the frequency of the monitoring that should take place to assure the mitigation is being or has been implemented to achieve the desired outcome or performance standard. The third column, “Action Indicating Compliance,” identifies the requirements of compliance with the Mitigation

Measure. The fourth column, “Monitoring Agency,” names the party ultimately responsible for ensuring that the Mitigation Measure is implemented. The fifth column, “Person/Agency Conducting Monitoring/Reporting” names the party/agency/entity responsible for verification that the Mitigation Measure has been implemented. The last three columns will be used by the Lead Agency (County of Tulare) to ensure that individual Mitigation Measures have been complied with and monitored.

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Table 8-1 Mitigation Monitoring and Reporting Program							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
AIR QUALITY							
AQ-1. In accordance with SJVAPCD Rule 9510, a detailed air impact assessment (AIA) shall be prepared detailing the specific construction requirement (i.e., equipment required, hours of use, etc.). In accordance with this rule, emissions of NOX from construction equipment greater than 50 horsepower used or associated with the development Project shall be reduced by 20 percent from baseline (unmitigated) emissions and PM10 shall be reduced by 45 percent. The Project shall demonstrate compliance with Rule 9510, including payment of all applicable fees, before issuance of the first building permit.  While the specific emission reduction measures will be developed to the satisfaction of the SJVAPCD, the following measures would reduce short-term air quality impacts attributable to the Proposed Project consistent with Rule 9510: <ul style="list-style-type: none"><li>• During all construction activities, all diesel-fueled construction equipment including, but not limited to, rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors shall be of a certified clean fleet.</li><li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept on-site and made available upon request by the SJVAPCD or the County.</li><li>• The Project applicant shall comply with all applicable SJVAPCD rules and regulations. Copies</li></ul>	Prior to Issuance of Building Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			

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<p style="text-align: center;"><b>Table 8-1</b> <b>Mitigation Monitoring and Reporting Program</b></p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
of any applicable air quality permits and/or monitoring plans shall be provided to the County.							
<p><b>AQ-2.</b> In accordance with SJVAPCD Rule 9510, a detailed air impact assessment shall be prepared detailing the operational characteristics associated with the Proposed Project. In accordance with this rule, operational emissions of NOx shall be reduced by a minimum of 33.3 percent and operational emissions of PM10 must be reduced by a minimum of 50 percent over a period of ten years. (Emissions reductions are in comparison to the Project's operational baseline emissions presented in Table 2-6.) The Project would demonstrate compliance with Rule 9510, including payment of all applicable fees, before issuance of the first building permit.</p> <p>Based on the findings of the air impact assessment, the applicant shall pay the SJVAPCD a monetary sum necessary to offset the required operational emissions that are not reduced by the emission reduction measures contained in the air impact assessment. The quantity of operational emissions that need to be offset will be calculated in accordance with the methodologies identified in Rule 9510, Indirect Source Review, and approved by the SJVAPCD. Operational emissions reduction methods will be selected under the direction of the SJVAPCD according to the air impact assessment process detailed in, and required by Rule 9510, Indirect Source Review (see Rule 9510, subsection 5).</p>	Prior to Issuance of Building Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			

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Table 8-1 Mitigation Monitoring and Reporting Program							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<b>BIOLOGICAL RESOURCES</b>							
<i>Measures for Special Status Plant Species</i>							
<b>BIO-1.</b> Pre-construction Survey - Perform focused plant surveys according to USFWS, CDFW, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species.	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings to CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist.			
<b>BIO-2.</b> Plants Absence - If no special-status plants are found within the Project Area, no further measures pertaining to special-status plants are necessary.	Prior to start of construction.	Retention of professional biologist to determine absence.	County of Tulare Planning Department	Field survey by a qualified Biologist.			
<b>BIO-3.</b> Avoidance - If special-status plant species are found during surveys within the Project and avoidance of the species is not possible, seed collection, transplantation, and/or other mitigation measures may be developed in consultation with appropriate resource agencies to reduce impacts to special-status plant populations.	Prior to construction-related activities.	Retention of professional biologist. Submittal of Report of Findings to CDFW, if applicable	County of Tulare Planning Department	Qualified biologist. Collaboration with CDFW			
<i>Measures for Special Status Reptiles</i>							
<b>BIO-4.</b> Pre-construction Survey - A Northern California legless lizard and Blainville’s horned lizard pre-construction survey will be conducted by a qualified biologist within 14 days prior to the initiation of ground disturbance (e.g., tree/vegetation removal.	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of	County of Tulare Planning Department	Field survey by a qualified Biologist.			

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<p style="text-align: center;"><b>Table 8-1</b> <b>Mitigation Monitoring and Reporting Program</b></p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
mass grading). The survey will consist of the entire Project footprint, including accessible areas within 100 feet.		Report of Findings, if applicable.					
<b>BIO-5.</b> Presence - If individuals of either of these two special-status reptiles are found during the pre-construction survey, a qualified biologist with a CDFW Scientific Collecting Permit shall relocate the individuals, with the concurrence of CDFW, to a site with suitable habitat. Relocation methods shall be approved by CDFW	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings to CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with CDFW.			
<b><i>Measures for Nesting Raptors and Migratory Birds</i></b>							
<b>BIO-6.</b> Pre-construction Survey - Conduct a pre-construction nesting raptor and bird survey of all suitable habitat on the Project site within 14 days of the commencement ground disturbance (e.g., tree/vegetation removal, mass grading) during the nesting season (February 1 – August 31). Where accessible, surveys should be conducted within 300 feet of the Project site for nesting raptors, and 100 feet of the Project site for other nesting birds.	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings to CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist.			
<b>BIO-7.</b> Buffers - If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist, in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. Once the young are	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings to	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with CDFW.			

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Table 8-1 Mitigation Monitoring and Reporting Program							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
independent of the nest, no further measures are necessary.		CDFW, if applicable.					
<b><i>Measures for Special Status Mammals (Bats)</i></b>							
<b>BIO-8.</b> Pre-construction Survey: Absence - If no suitable roosting habitat is found, or if no bats are not found during the emergence surveys, no further measures are necessary	Prior to start of construction.	Retention of professional biologist, submittal of Report of Findings to CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist.			
<b>BIO-9.</b> Pre-construction Survey: Presence - A qualified biologist will conduct a bat habitat assessment of all suitable roosting habitat (i.e., suitable trees) prior to the initiation of site disturbance (e.g., tree removal, mass grading). If the assessment identifies suitable roosting habitat, a qualified biologist will conduct an evening bat emergence survey that may include acoustic monitoring to determine whether or not bats are present. If special-status bats are found, consult with CDFW to develop avoidance and/or exclusion methods.	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings to CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with CDFW			
<b><i>Measures for Waters of the United States and State</i></b>							
<b>BIO-10.</b> Perform Delineation - Potentially jurisdictional features should be avoided and fenced. Runoff from entering any avoided aquatic features could be considered an indirect impact. Adherence to a Construction General Permit and stormwater pollution prevention plan/Best Management Practices could	Prior to start of construction.	Retention of professional biologist, submittal of Report of Findings to	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with CDFW			

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**Table 8-1  
Mitigation Monitoring and Reporting Program**

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
reduce potential indirect impacts from runoff into aquatic features.		CDFW, if applicable.					
<b>BIO-11.</b> Avoidance - Potentially jurisdictional features should be avoided and fenced. Runoff from entering any avoided aquatic features could be considered an indirect impact. Adherence to a Construction General Permit and stormwater pollution prevention plan/Best Management Practices could reduce potential indirect impacts from runoff into aquatic features.	Prior to start of construction.	Retention of professional biologist, submittal of Report of Findings to USACE and/or CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with USACE and/or CDFW.			
<b>BIO-12.</b> Section 404 Permit - If Waters of the U.S./State cannot be avoided, authorization to fill wetlands and other Waters of the U.S. under the Section 404 Permit must be obtained from USACE prior to discharging any dredged or fill materials into any Waters of the U.S. Mitigation measures will be developed as part of the Section 404 Permit to ensure no-net-loss of wetland function and values. To facilitate such authorization, an application for a Section 404 Permit for the Project will be prepared and submitted to USACE and will include direct, avoided, and preserved acreages to Waters of the U.S. Mitigation for impacts to Waters of the U.S. typically consists of a minimum of a 1:1 ratio for direct impacts; however final mitigation requirements will be developed in consultation with USACE.	Prior to start of construction.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings to USACE and/or CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with USACE and/or CDFW.			

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<p style="text-align: center;"><b>Table 8-1</b> <b>Mitigation Monitoring and Reporting Program</b></p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<b>BIO-13.</b> Section 401 Permit - A Water Quality Certification or waiver pursuant to Section 401 of the CWA must be obtained from the RWQCB for Section 404 permit actions.	Prior to start of construction.	Retention of professional biologist, submittal of Report of Findings to USACE and/or CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with USACE and/or CDFW.			
<b>BIO-14.</b> RWQCB permit - Pursuant to the Porter-Cologne Water Quality Act, a permit authorization from the RWQCB is required prior to the discharge of material in an area that could affect Waters of the State. Mitigation requirements for discharge to Waters of the State within the Project site will be developed in consultation with the RWQCB.	Prior to start of construction.	Retention of professional biologist, submittal of Report of RWQCB and/or CDFW, if applicable.	County of Tulare Planning Department	Field survey by a qualified Biologist. Collaboration with RWQCB and/or CDFW.			
<b><i>Measures for Oak Woodlands</i></b>							
<b>BIO-15.</b> Avoidance/Conservation - If feasible, avoid/conserv oak woodlands	Prior to start of construction.	Retention of professional arborist, if applicable.	County of Tulare Planning Department	County of Tulare Planning Department.			
<b>BIO-16.</b> Replacement - If oak woodlands are proposed for impact, plant an appropriate number of trees, including maintain planting and replacing dead or diseased trees; this requirement to maintain trees pursuant to this paragraph terminates seven years after the trees are planted; mitigation pursuant to this paragraph shall not fulfill more than 1/2 of the mitigation requirements for the Project; the	Prior to start of construction.	Retention of professional arborist, if applicable.	County of Tulare Planning Department	County of Tulare Planning Department.			

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<b>Table 8-1</b> <b>Mitigation Monitoring and Reporting Program</b>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
requirements imposed pursuant to this paragraph also may be used to restore former oak woodlands.							
<b>BIO-17.</b> Contribution - Contribute funds to the Oak Woodlands Conservation Fund, as established under subdivision (a) of the Section 1363 of the California Fish and Game Code. A project applicant who contributes funds under this paragraph shall not receive a grant from the Oak Woodland Woodlands Conservation Fund as part of the mitigation for the Project.	Prior to start of construction.	Retention of professional arborist, if applicable.	County of Tulare Planning Department	County of Tulare Planning Department.			
<b>BIO-18.</b> Other – Implement other mitigation measures developed by the County.	Prior to start of construction.	Retention of professional arborist, if applicable.	County of Tulare Planning Department	County of Tulare Planning Department.			
<b>CULTURAL RESOURCES</b>							
<b>CUL-1</b> - Prior to the start of construction, all field personnel shall receive worker's environmental awareness training on cultural resources. The training, which may be conducted with other environmental or safety trainings, will provide a description of cultural resources that may be encountered during construction and outline the steps to follow in the event that a discovery is made. Documentation of this training should be reviewed and approved by the lead agency prior to the start of construction.	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found,			

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**Table 8-1  
Mitigation Monitoring and Reporting Program**

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
				consistent with all applicable laws including CEQA.			
<p><b>CUL-2</b> - If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:</p> <p><b>(a):</b> If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.</p> <p><b>(b):</b> If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead federal agency, the lead CEQA agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under</p>	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			

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<p style="text-align: center;"><b>Table 8-1</b> <b>Mitigation Monitoring and Reporting Program</b></p>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
<p>Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.</p> <p>(c): If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Tulare County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98</p>							

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<b>Table 8-1</b> <b>Mitigation Monitoring and Reporting Program</b>							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.							
<b>GEOLOGY AND SOILS (PALEONTOLOGICAL RESOURCES)</b>							
See CUL-2 subsets (a) through (c), as specified in Item 5 Cultural Resources (as applicable).	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate for unique resource or human remains found, consistent with all applicable laws including CEQA.			

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Table 8-1 Mitigation Monitoring and Reporting Program							
Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
GREENHOUSE GASES							
GHG-1. - The Project must provide an onsite renewable energy system(s). The Project shall include solar panels or other alternative energy source meeting the County Solar Ordinance or new Title 24 standards, whichever is more stringent. The onsite renewable energy system(s) must be installed as part of the construction process and be functional upon commencement of Project operation. The Project Proponent must include solar on building plans and provide Title 24 compliance reports with Building Permit applications to the County.	Prior to Issuance of Building Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			
GHG-2 - The Project shall meet the charging installation/charging ready requirements of the CALGreen Code. The Project Proponent shall include EV charging accommodations as specified in the CALGreen Code in building plans for review and approval by the County, prior to commencement of Project construction.	Prior to Issuance of Building Permit.	Verified on submitted site plans.	Tulare County Building Inspector	Tulare County Building Inspector			
TRIBAL CULTURAL RESOURCES							
See CUL-2 subsets (a) through (c), as specified in Item 5 Cultural Resources (as applicable).	During Construction	Daily or as needed throughout the construction period if suspicious resources are discovered	County of Tulare Planning Department via field evaluation of the resource finds by a qualified archaeologist	A qualified archaeologist shall document the results of field evaluation and shall recommend further actions that shall be taken to mitigate			

Draft Environmental Impact Report  
Three Rivers-Hampton Inn & Suites  
SCH# 2020110016

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**Table 8-1**  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Conducting Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
				for unique resource or human remains found, consistent with all applicable laws including CEQA.			

### III. Errata and Change Made to the EIR

# Errata and Affected and Corrected Pages of the DEIR

Revisions and clarifications to the Draft EIR made in response to comments and information received on the Draft EIR are indicated by ~~strikeout~~ text (e.g., ~~strikeout~~), indicating deletions, and underline text (e.g., underline), indicating additions. Corrections of typographical errors have been made throughout the document and are not indicated by ~~strikeout~~ or underline text. Revisions and clarifications are included as Errata within the Final EIR.

## COMMENTS ON THE DRAFT EIR REGARDING THE NOTICE OF PREPARATION

The December 2, 2020 comment letter submitted by Ms. Delores Lucero was inadvertently not included in the Draft EIR. The following sections of the Draft EIR should read as follows:

### **Chapter 1 Introduction, Page 1-8:**

Pursuant to CEQA Guidelines Section 15082, the Notice of Preparation (NOP) for the Proposed Project was circulated for review and comment on November 2, 2020 and circulated for a 30-day comment period ending December 2, 2020. Tulare County RMA received ~~eleven~~ twelve (~~11~~12) responses on the NOP. Comments were received from the following agencies, individuals, and/or organizations:

- Native American Heritage Commission, dated November 3, 2020;
- San Joaquin Valley Unified Air Pollution Control District, dated November 23, 2020;
- California Department of Fish and Wildlife, dated December 2, 2020;
- California Department of Transportation District 6, dated January 8, 2020; and
- Interested persons: Soapy Mulholland (November 2, 2020); Shvon Lavelly (November 30, 2020); Jenny Matsumoto (December 1, 2020); Greg and Laurie Schwaller (December 1, 2020); Cindy Howell, General Manager, Three Rivers Community Service District (December 2, 2020); Julianna Seligman, Director, The Kaweah Coalition (December 2, 2020); and Delores Lucero (November 2, 2020 and December 2, 2020).

### **Appendix G, NOP Tracking Chart:**

The “Comments Received” column for Delores Lucero should read as follows.

11/1/20, Ms. Lucero submitted public records request  
11/17/20, email received from Ms. Lucero following up on 11/1/20 email  
11/18/20, Interoffice memorandum regarding Ms. Lucero's public records request.  
11/19/20, RMA response to Ms. Lucero's email; Ms. Lucero replied to the response  
11/23/20, email received from Ms. Lucero; RMA email response sent; Ms. Lucero responded per directions to forward questions  
11/30/20, email received from Ms. Lucero and RMA email response sent.  
12/2/20, comment letter from Ms. Lucero received via email.

On March 15, 2021 Ms. Lucero brought the lack of inclusion of this letter in the Draft EIR to RMA's attention. As such, these comments are included in the Final EIR as part of Attachment 12.

### **CLARIFICATIONS IN THE DISCUSSIONS/CONCLUSIONS IN CHAPTER 3 OF THE DRAFT EIR**

The following clarifications have been made to reconcile the Project Impact and Cumulative Impact Analyses with the Conclusion made for the Checklist Item. The "Project Impact Analysis", "Cumulative Impact Analysis", and "Conclusion" have not been underlined in this document to avoid confusion between formatting in the EIR and changes to text made in this document.

#### **Chapter 3.1 Aesthetics, Checklist Item a), Page 3.1-8:**

Conclusion: ***Less Than Significant Impact***

As noted previously, there will be ~~No~~ ***Less Than Significant Project-specific or and Cumulative Impacts*** related to this Checklist Item.

#### **Chapter 3.1 Aesthetics, Checklist Item b), Page 3.1-8:**

Project Impact Analysis: ***No Impact and to Less Than Significant Impact***

#### **Chapter 3.1 Aesthetics, Checklist Item b), Page 3.1-9:**

Conclusion: ***No to-Less Than Significant Impact***

As noted previously, there will be ~~No~~ ***to Less Than Significant Project-specifics Impact and Less Than Significant Cumulative Impacts*** related to this Checklist Item.

#### **Chapter 3.1 Aesthetics, Checklist Item d), Page 3.1-12:**

Conclusion: ***No-Less Than Significant Impact***

As noted previously, there will be a *Less Than Significant Project-specific Impact and No Cumulative Impact* related to this Checklist Item.

#### **Chapter 3.4 Biological Resources, Checklist Item e), Page 3.4-36**

Cumulative Impact Analysis: *Less Than Significant Impact With Mitigation*

The geographic area of this cumulative analysis is Tulare County.

There will be no impacts to policies or ordinances relating to biological resources, and **Mitigation Measures BIO-15 through BIO-18** would reduce potential impacts on oak woodlands to less than significant. ~~Therefore there will be *No-Less Than Significant Cumulative Impacts*~~ **With Mitigation** related to this Checklist Item.

#### **Chapter 3.5 Energy, Checklist Item b), Page 3.6-14**

Project Impact Analysis: ~~*Less Than Significant*~~ **No Impact**

The proposed Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The proposed Project is consistent with the Tulare County General Plan, the Three Rivers Community Plan and the Tulare County Climate Action Plan. These three plans contain policies intended to assist the County in achieving its goals for energy consumption and conservation goals. Therefore, the proposed Project will have no impact regarding this resource.

#### **Chapter 3.7 Geology and Soils, Checklist Item c), Page 3.7-17**

Cumulative Impact Analysis: *Less Than Significant Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County General Plan 2030 Update RDEIR.

There would be significant cumulative impacts if significant Project-specific impacts would occur. As previously noted, there are no Project-specific impacts. As such, ***No Cumulative Impacts*** related to this Checklist Item will occur.

#### **Chapter 3.8 Greenhouse Gases, Checklist Item b), Pages 3.8-30 – 3.8-31**

Cumulative Impact Analysis: *Less Than Significant Impact*

The geographic area of this cumulative analysis in the San Joaquin Valley Air Basin...Therefore, the proposed Project would result in Less Than Significant Project-

specific Impacts With Mitigation, while *Less Than Significant Cumulative Impacts ~~With Mitigation~~* would occur.

### Chapter 3.9 Hazards and Hazardous Materials, Checklist Item b), Page 3.9-10

Cumulative Impact Analysis: *Less Than Significant Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, Tulare County 2030 General Plan DEIR, and/or the Three Rivers Community Plan and EIR.

As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. As there are *Less Than Significant ~~Program~~ Project-specific Impacts*, *Less Than Significant Cumulative Impacts* related to this Checklist Item will occur.

### Chapter 3.9 Hazards and Hazardous Materials, Checklist Item c), Page 3.9-11

Cumulative Impact Analysis: *No Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, Tulare County 2030 General Plan DEIR, and/or the Three Rivers Community Plan and EIR.

As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. As there are *Less Than Significant ~~Program~~ No Project-specific Impacts*, *~~Less Than Significant~~ No Cumulative Impacts* related to this Checklist Item will occur.

### Chapter 3.9 Hazards and Hazardous Materials, Checklist Item d), Page 3.9-12

Cumulative Impact Analysis: *No Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, Tulare County 2030 General Plan DEIR, and/or the Three Rivers Community Plan and EIR.

As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. As there are *Less Than Significant ~~Program~~ No Project-specific*

*Impacts, Less Than Significant Cumulative Impacts* related to this Checklist Item will occur.

### **Chapter 3.9 Hazards and Hazardous Materials, Checklist Item e), Page 3.9-13**

Cumulative Impact Analysis: *No Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, Tulare County 2030 General Plan DEIR, and/or the Three Rivers Community Plan and EIR.

As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. As there are ~~Less Than Significant Program~~ *No Project-specific Impacts, Less Than Significant* No Cumulative Impacts related to this Checklist Item will occur.

### **Chapter 3.9 Hazards and Hazardous Materials, Checklist Item f), Page 3.9-14**

Cumulative Impact Analysis: *No Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, Tulare County 2030 General Plan DEIR, and/or the Three Rivers Community Plan and EIR.

As indicated earlier, the proposed Project includes an access/egress driveway to SR 198, it does not have direct access/egress to SR 198. Further, as there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. As there are ~~Less Than Significant Program~~ *No Project-specific Impacts, Less Than Significant* No Cumulative Impacts related to this Checklist Item will occur.

Mitigation Measure(s): *None Required.*

Conclusion: *No Impact*

As noted earlier, ~~Less Than Significant~~ *No Project-specific and-or* Cumulative Impacts related to this Checklist Item will occur.

### **Chapter 3.9 Hazards and Hazardous Materials, Checklist Item g), Page 3.9-15**

Cumulative Impact Analysis: *Less Than Significant Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, Tulare County 2030 General Plan DEIR, and/or the Three Rivers Community Plan and EIR.

As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. As there are **Less Than Significant Project-specific Impacts**, **Less Than Significant Cumulative Impacts** related to this Checklist Item will occur.

#### Chapter 3.10 Hydrology and Water Quality, Checklist Item b), Page 3.10-19

Project Impact Analysis: *Less Than Significant Impact*

The proposed Project site is located in the Kaweah Watershed.... The proposed Project will result in **Less Than Significant Cumulative-Project-specific Impacts** to the water supply.

#### Chapter 3.10 Hydrology and Water Quality, Checklist Item c) ii), Page 3.10-20

*ii) Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact:* The site will not result in waters capable of flooding either on- or off-site. The site ~~is not subject to flooding and~~ lies within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map;<sup>45</sup> however, compliance with Tulare County building codes will minimize potential flooding. Also, the site will not generate substantial amounts of runoff that would result in on- or off-site flooding due to the nature of the Project as a renewable energy producer (i.e., solar energy). The Project will avoid runoff type water from dust suppression activities through implementation of conditions of approval and project design features. As such, the Project would result in a less than significant impact to or from this resource Item.

The Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche zones, that would result in a risk release of pollutants due to project inundation. As noted earlier in Item 10 c) ii), the Project ~~does not lie within an area nor is it subject not subject to flooding within~~ Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map; however, compliance with Tulare County building codes will minimize potential flooding. ~~It is not directly exposed~~ to or near any river, reservoirs, pond, or lake subject to seiches from earthquake activity; and it is greater than 100 miles east of the nearest coastline that would be subject to tsunami. Therefore, there would be no impact from potential inundation by the flood hazard, tsunami, or seiches.

#### Chapter 3.10 Hydrology and Water Quality, Checklist Item d), Page 3.10-21

Project Impact Analysis: *No Impact*

The Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche zones, that would result in a risk release of pollutants due to project inundation. As noted earlier in Item 10 c) ii), the Project does not lie within an area nor is it subject not subject to flooding within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map; it is not exposed to or near any river, reservoirs, pond, or lake subject to seiches from earthquake activity; and it is greater than 100 miles east of the nearest coastline that would be subject to tsunami. Therefore, there would be no impact from potential inundation by the flood hazard, tsunami, or seiches.

### **Chapter 3.13 Noise, Checklist Item b), Page 3.13-21**

Cumulative Impact Analysis: *Less Than Significant Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, the Tulare County General Plan 2030 Update Background Report, the Tulare County 2030 General Plan 2030 Update Recirculated Draft Environmental Impact Report (RDEIR), Foothill Growth Management Plan, and/or the Three Rivers Community Plan Update and accompanying EIR. The RMA agrees with the conclusions contained within and supported in the NIA prepared by qualified expert consultant ECORP Consulting, Inc., that the proposed Project would not significantly contribute to a cumulative impact to this resource. Further, as there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. Therefore, the proposed Project will result in ~~No~~ **Less Than Significant Cumulative Impacts** related to this Checklist Item.

### **Chapter 3.16 Recreation, Checklist Item a), Pages 3.16-7 to 3.16-8**

Cumulative Impact Analysis: *No Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County General Plan 2030 Update, General Plan 2030 Update Background Report, and/or Tulare County 2030 General Plan DEIR.

The nature of the proposed Project will not result in permanent population growth, as such, the proposed Project would not result in demands for additional or expansion of recreation-related facilities. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

As such ~~Less Than Significant Impact~~ **No Cumulative Impacts** related to this Checklist Item will occur.

**Chapter 3.16 Recreation, Checklist Item b), Page 3.16-8**

Project Impact Analysis: *No Impact*

The proposed Project does not include recreational facilities. As there is no population growth associated with the proposed Project, there will be no need to construct or expand any recreational facilities as there would be no adverse physical effect on the environment; therefore, there would be No ~~Impact~~ to this resource.

**Chapter 3.17 Transportation, Checklist Item c), Page 3.17-38**

Cumulative Impact Analysis: *No-Less Than Significant Impact*

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the TIS, Tulare County General Plan 2030 Update, Tulare County General Plan 2030 Update Background Report, Tulare County General Plan 2030 Update RDEIR, and the TCAG 2018 Regional Transportation Plan. and the Three Rivers Community Plan 2018 Update. The nature of the proposed Project is to accommodate transient tourist/visitors in the area of Three Rivers. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource. Therefore, the proposed Project will result in a *Less Than Significant Project and Cumulative Impact*.

Mitigation: *None Required.*

Conclusion: *No-Less Than Significant Impact*

The proposed Project will result in a *Less Than Significant Project and Cumulative Impact*.

**Chapter 3.17 Transportation, Checklist Item c), Page 3.17-39**

Last sentence of Cumulative Impact Analysis: As noted earlier, no significant design changes that would result in a hazard are proposed. As such, *Less Than Significant and Project-Specific and Cumulative Impacts* related to this Checklist Item will occur.

**Chapter 3.18 Tribal Cultural Resources, Checklist Item b), Page 3.18-12**

Cumulative Impact Analysis: *Less Than Significant Impact With Mitigation*

Mitigation Measure(s): *CUL-1 subsets (a) through (c) as specified at Item 5 Cultural Resources*

As noted above, surface resources are not present on the proposed Project location. In the event subsurface resources are encountered, **Mitigation Measures CUL-1 subsets (a) through (c)** would apply to minimize any impact to less than significant. As there are no other hotel (or motel) or other development proposals within the vicinity of Three Rivers, the proposed Project will not significantly contribute to a cumulative impact to this resource.

Conclusion: ***Less Than Significant Impact With Mitigation***

With implementation of **Mitigation Measures CUL-1 subsets (a) through (c)**, potential Project-specific and cumulative impacts related to this Checklist Item will be reduced to a level of ***Less Than Significant With Mitigation***.

### Chapter 3.20 Wildfires, Checklist Item c), Page 3.20-15

Project Impact Analysis: ***No Impact***

As noted earlier, the proposed Project is a 3-story hotel which will consist of 105 guest rooms with 108 standard parking stalls, and utilities that include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration). The proposed Project is anticipated to have 12 employees, and 70 customers daily. The Project applicant will install and maintain associated infrastructure (such as roads, and water sources (for potable and fire suppression uses)) and will directly connect to existing power lines). Additional fire breaks or connection to other utilities (e.g., natural gas or an existing or new wastewater system) will not be necessary. As such, the proposed Project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. As noted in Checklist Item 19 a), the Project would provide its own infrastructure (e.g., electricity connection to SCE, internal water sources, propane gas, etc.). As such, it would result in ***No Impact*** to this resource item.

### Chapter 3.21 Mandatory Finding of Significance, Checklist Item a), Biological Resources, Pages 3.21-8 – 3.21-9

Cumulative Impact Analysis: ***~~No~~ Less Than Significant Impact With Mitigation***

The geographic area of this cumulative analysis is California. As noted in Chapter 3.4, there are ***No Impacts*** related to habitat conservation plans, and therefore there are ***No Cumulative Impacts*** that will conflict with local policies or ordinances.

Mitigation: ***~~None Required~~ See Mitigation Measures BIO-1 through BIO-18 as contained in Chapter 3.4.***

Conclusion: ***Less Than Significant Impact With Mitigation***

Potential Project-specific and cumulative impacts to biological resources will be ***Less Than Significant*** with implementation of **Mitigation Measures BIO-1 through BIO-18.**

**Chapter 3.21 Mandatory Finding of Significance, Checklist Item a), California History or Prehistory, Page 3.21-10**

Conclusion: ***Less Than Significant Impact With Mitigation***

~~***Less Than Significant***~~ Potential Project-specific and Cumulative Impacts ~~***With Mitigation***~~ to biological and historical, cultural, paleontological, and tribal cultural resources will ~~be~~ be ***Less Than Significant*** with implementation of **Mitigation Measures CUL-1 and CUL-2.**

**CLARIFICATIONS TO OTHER CHAPTERS IN THE DRAFT EIR**

**Chapter 5 Alternatives, Introduction, Page 5-1:**

This Chapter will conclude that the proposed Project is the preferred Alternative. Alternative No. 3 Reduced (50~~25~~%) Project is the Environmentally Superior Alternative; however, it does not meet the economic/financial feasibility objectives of the proposed Project.

**Chapter 5 Alternatives, Introduction, Evaluation of Alternatives, Page 5-11:**

As indicated throughout the EIR, the proposed Project is currently zoned as C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone) and the proposed development is an allowed use by right as it is consistent with the applicable Tulare County Zone classification, and both the Tulare County General Plan and Three Rivers Community Plan land use designations. The following statement is a remnant of the template document and has been corrected for consistency with the by-right use and language throughout the EIR.

In summary, the proposed Project is preferred over all other alternatives for the following reasons: ...

- The proposed Project is an allowed use ~~with a special use permit~~ ***by right*** (emphasis added) in the C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone) zone.

**Chapter 5 Alternative 2 - Alternate Site, Page 5-12:**

It is unknown... The time requirements for these activities would reduce the ability of the Applicant to accommodate ~~projected asphalt/concrete demand in a timely manner compared to the proposed Project construction/operation schedule thereby adversely~~ affection their business model for efficiency. As such, this alternative...

**Chapter 8 Mitigation Monitoring and Reporting Program, Table 8-1, Cultural Resources, Page 8-13:**

To clarify, there are only two mitigation measures identified in Chapter 3.5 Cultural Resources of the Draft EIR. An extra row below Mitigation Measure CUL-2 was inadvertently not removed from the template table used in the preparation of the Mitigation Monitoring and Reporting Program (MMRP). This row identified the monitoring timing/frequency, action indicating compliance, monitoring agency, and person conducting monitoring reporting, but does not identify a mitigation measure to be incorporated into the Project. This row has been deleted in the Table 8-1 of the Final EIR.

**Chapter 8 Mitigation Monitoring and Reporting Program, Table 8-1, Geology and Soils (Paleontological Resources), Page 8-13, and Tribal Cultural Resources, Page 8-15:**

The Mitigation Measure identified for these resources have been amended to clarify that Mitigation Measure CUL-2 subsets (a) through (c) is the applicable measure as follows:

**See CUL-~~42~~ subsets (a) through (c)**, as specified in Item 5 Cultural Resources (as applicable)

## IV. Findings of Fact

**FINDINGS OF FACT**  
**Three Rivers Hampton Inn & Suites Project**  
**Tulare County, California**  
**State Clearinghouse Number 2020110016**  
**June 29, 2021**

**CEQA FINDINGS**

CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT FOR THE THREE RIVERS HAMPTON INN & SUITES PROJECT AS BEING IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING PROJECT FINDINGS; ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM; AND APPROVING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THIS PROJECT

**I**

**INTRODUCTION**

The Board of Supervisors (“Board”) of the County of Tulare (“County”) intends to approve this project identified as the Three Rivers Hampton Inn & Suites Project (“Project”). The proposed Project includes the construction and operation of a 105-guest room, 3-story hotel and associated site improvements including: managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) an outdoor swimming pool and cabana building, a 108-stall parking lot (of which six stalls will be handicap accessible stalls), a septic tank with filter and dripline system, a new domestic well, and on-site storm drainage. The proposed Project encompasses approximately 2.80 acres of land located on Tulare County Assessor Parcel Number (APN) 068-080-010 along California State Route 198 within the Three Rivers Urban Development Boundary. The Project site is located within the Kaweah USGS 7.5 Minute Topographic Quadrangles, within Section 26, Township 17 South, Range 28 East; the coordinates of the proposed Project site are North 35° 25’ 27.31” N, West 118° 54’ 55.84”. The proposed Project is an allowed use under the current C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone); however, the Tulare County Resource Management Agency (“RMA”) determined that the preparation of an Environmental Impact Report (“EIR”) was appropriate due to potentially significant environmental impacts that could be caused by implementing the proposed Project.

To approve this Project, the Board must consider and take action on the Final Environmental Impact Report (“Final EIR”), Mitigation Monitoring and Reporting Program (“MMRP”), and Findings of Fact (“FOF”) applicable to the proposed Project. The Board is the final decision-making body with respect to the Final EIR, MMRP and FOF. In the context of the California Environmental Quality Act (“CEQA”), the County is the “lead agency”.

## **II**

### **CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT FOR THE THREE RIVERS HAMPTON INN & SUITES PROJECT**

The Board hereby certifies and finds that it has considered the information presented in the Final EIR and other relevant evidence to determine compliance with CEQA, and the State CEQA Guidelines. The Board further certifies and finds that prior to taking action on the Project, the Board independently reviewed and considered the information contained in the Final EIR and other relevant evidence presented thereto. Accordingly, based on the Board's exercise of its independent judgment when reviewing and considering the Final EIR, and other relevant evidence presented thereto, the Board further certifies and finds that the Final EIR required for the proposed Project is adequate, and has been prepared and completed in compliance with CEQA and the State CEQA Guidelines.

## **III**

### **FINDINGS REQUIRED CONCERNING ENVIRONMENTAL IMPACTS UNDER CEQA**

The recitals contained in the accompanying Resolution have been independently reviewed and considered by the Board, are found to be true, and are hereby adopted in support of approval of the proposed Project.

CEQA requires that certain findings be made with respect to significant environmental impacts, Mitigation Measures, and alternatives. To satisfy this requirement, the Board hereby adopts and incorporates by reference the Three Rivers Hampton Inn & Suites Project Environmental Impact Report ("EIR"), which includes the Final EIR, the Draft EIR, and the Technical Appendices thereto, the Comments to the Draft EIR, and the Responses to Comments and related appendices thereto.

In approving these findings, the Board has independently reviewed, considered, and relied on (1) the information contained in the EIR and appendices thereto; (2) the various reports (both oral and written) provided by County Staff to the Board; (3) the information submitted during the public comment period; and (4) other evidence contained in the public record. In doing so, the Board finds and declares that the factual discussion and analysis contained in the EIR, the staff reports, and other evidence in the Public Record of Proceedings provide a sufficient basis for approval of the Project pursuant to CEQA.

#### **A. Environmental Impacts and Mitigation Measures**

As to the potentially significant environmental impacts identified in the EIR, the Board finds that: project changes or alterations and mitigation measures have been required in, or incorporated into

the proposed Project that mitigate, avoid, or substantially lessen the significant environmental impacts identified in the EIR to a less than significant level.

1. Project Impacts.

Consistent with Public Resource Code Section 21081 and CEQA Guidelines Sections 15091 through 15093 (including Public Resources Code Section 21061.1 and Guidelines Section 15364 relating to the definition of “feasibility”), the Board hereby makes various findings relating to the significant effects identified in the Final EIR for the proposed Project.

a. Impact 3.1 Aesthetics – a) through c) Scenic Resources and Visual Character

Pursuant to the discussion in Sections 3.1 a) – c) of the Final EIR, there will be no to a less than significant impact to the visual character of the scenic resources, or on the visual quality within the Project's vicinity, or visual character resulting from the proposed Project. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to the environment involving scenic resources because i) there are ***no designated scenic vistas*** (emphasis added) on the proposed Project site or in the vicinity, and ii) the Project site is not visible from a ***Designated State Scenic Highway*** (emphasis added); iii) Project design elements (such as vegetation along the frontage and setback of the building) will minimize impacts to the visual character of the site and surroundings, and iv) the proposed Project will comply with all applicable Tulare County General Plan and Three Rivers Community Plans policies and development standards. The Board further finds and declares that Mitigation Measures are not required to mitigate Project-related visual impacts on scenic resources and visual character to a less than significant level.

In support of this finding, evidence is contained in the Final EIR and other evidence in the Public Record of Proceedings that the proposed Project would not result in a significant impact to the visual character of the scenic resources, or degrade the visual quality within the Project's vicinity, or visual character resulting from the proposed Project. The evidence indicates that no mitigation measures are necessary or required to mitigate any potential Project-related visual impacts to less than significant. As such, no mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

b. Impact 3.1 Aesthetics – d) Light and Glare

Pursuant to the discussion in Section 3.1 d) of the Final EIR, there will be a less than significant impact to the surrounding environment resulting from the proposed Project's lighting. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that mitigation measures are not required to mitigate or substantially lessen any impact from the lighting installed within the Project site to a less than significant level. As such, no mitigation measures are necessary or required.

In support of this finding, evidence is contained in the Final EIR and in the Public Record of Proceedings that the proposed Project would not result in generation of additional light or glare on the neighboring properties. The evidence indicates that no mitigation measures are necessary or required to mitigate any potential Project-related light and glare impact would be less than significant.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

c. Impact 3.2 Agricultural Land and Forestry Resources – a) through e) Prime Farmland, Williamson Act, Rezoning and Loss of Forest Land, and Conversion of Agricultural and Forest Land

Pursuant to the discussion in Section 3.2 a) – e) of the Final EIR, there will be no impacts to the surrounding environment involving the loss of farmland and forestry resources. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to the environment involving the loss of farmland and forestry resources because: (i) the Project site is not classified as prime farmland; (ii) the Project site does not have a Williamson Act contract, (iii) the Project site contains no lands zoned or identified as forest land or timberland, and (iv) the Project site is not located within a forest land zone. The issuance of the Building Permit would not result in the rezoning of designated forest land, and will not cause any agricultural uses to be converted into a non-agricultural use, or cause any other land that would convert farmland or the conversion of forestlands. Therefore, the proposed Project will have no impact on agricultural lands or forestry resources.

In support of this finding, evidence is contained in the Final EIR, the Tulare County General Plan, and the Public Record of Proceedings that the proposed Project will have no significant impact involving Agricultural Land and Forestry Resources.

Thus, the proposed Project will have no impact. There is no evidence to the contrary in the Public Record of Proceedings.

d. Impact 3.3 Air Quality – a) Air Quality Plan

Pursuant to the discussion in Section 3.3 a) of the Final EIR, there will be no significant impact to air quality. The Board concurs with this analysis.

Accordingly, based on the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), Comments, Response to Comments, and other substantial evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to the applicable air quality plan because: (i) annual emission rates of PM<sub>10</sub>, PM<sub>2.5</sub>, VOC (ROG), NO<sub>x</sub>, CO, and SO<sub>2</sub> for proposed Project construction and operations are below the San Joaquin Valley Unified Air Pollution Control District (“Air District”) thresholds of significance and; (ii) the proposed Project is consistent with the Tulare County General Plan, the Three Rivers Community Plan, and the growth assumptions used in the Air District’s air quality plans.. As such, no mitigation measures are necessary or required.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), and in the Public Record of Proceedings that the proposed Project is subject to typical compliance with applicable Air District rules and regulations that are sufficient to reduce impacts to a level considered less than significant. No mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

e. Impact 3.3 Air Quality – b) Violate Quality Standards and Cumulative Net Increase of Criteria Pollutants

Pursuant to the discussion in Section 3.3 b) of the Final EIR, there will be a less than significant impact with mitigation to air quality standards and cumulative net increase of criteria pollutants. The Board concurs with this analysis.

Accordingly, based on the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), Comments Received, Response to Comments, and other substantial evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to the environment involving air quality because: (i) annual emission rates of PM<sub>10</sub>, PM<sub>2.5</sub>, VOC (ROG), NO<sub>x</sub>, CO, and SO<sub>2</sub> for proposed Project construction and operations are below the thresholds of significance as established by the Air District (ii) the proposed Project will be required to comply with applicable Air District standards and rules/regulations and to receive applicable permits/approvals; and (iii) verification of compliance is performed by the Air District. However, as an abundance of caution, mitigation measures have been incorporated into the proposed Project to ensure potential impacts are reduced to a less than significant level.

Mitigation requiring compliance with Air District Rule 9510 (Indirect Source Review) is set forth in Mitigation Measures AQ-1 and AQ-2. Such mitigation is hereby adopted for this Project. It shall be the responsibility of the Applicant to implement the Mitigation Measures. The Code Enforcement Division of the Resource Management Agency (RMA) shall monitor compliance with these Mitigation Measures and shall enforce these conditions pursuant to their

enforcement powers allowed by law and the mitigation monitoring program adopted for this Project.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), and in the Public Record of Proceedings that the proposed Project is subject to typical compliance with applicable Air District rules and regulations that are sufficient to reduce impacts to a level considered less than significant. Implementation of Mitigation Measures AQ-1 and AQ-2 would further reduce Project-specific and cumulative impacts to less than significant.

Thus, there is a less than significant impact with mitigation. There is no evidence to the contrary in the Public Record of Proceedings.

f. Impact 3.3 Air Quality – c) and d) Exposure Risks and Odors

Pursuant to the discussion in Sections 3.3 c) and d) of the Final EIR, there will be a less than significant impact to sensitive receptors from substantial pollutant concentrations and odors. The Board concurs with this analysis.

Accordingly, based on the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), Comments, Response to Comments, and other substantial evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to sensitive receptors because (i) the proposed Project will be required to comply with applicable standards and rules/regulations and receive applicable permits/approvals from the Air District; (ii) neither the Project nor the cumulative park plus Project traffic would generate traffic volumes exceeding 100,000 vehicles per day; and (iii) the proposed Project is not anticipated to create a new permanent source of odors.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), and in the Public Record of Proceedings that the proposed Project is subject to typical compliance with applicable Air District rules and regulations that are sufficient to reduce impacts to a level considered less than significant. No mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

g. Impact 3.4 Biological Resources – a), c), and e) Habitat Modification on Candidate, Sensitive or Special Status Species; State or Federally Protected Wetlands, and Conflict with Local Policies or Ordinances

Pursuant to the discussion in Section 3.4 a) of the Final EIR, with implementation of mitigation measures the proposed Project will result in a less than significant impact to candidate,

sensitive, or special status species and protected wetlands, and will not conflict with local policies or ordinances. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “B” of the Draft EIR), Comments Received, Response to Comments, and other substantial evidence the Public Record of Proceedings, the Board finds and declares that that Mitigation Measures would, in the event of occurrence, mitigate Project-related impacts to candidate, sensitive, or special status species and protected wetlands to a less than significant level.

Mitigation to reduce the potential impact(s) are set forth in Mitigation Measures: BIO-1 through BIO-3 to protect special status plant species; BIO-4 and BIO-5 to protect special status reptile species; BIO-6 and BIO-7 to protect raptors and migratory birds; BIO-8 and BIO-9 to protect special status bat species; BIO-10 through BIO-14 to protect jurisdictional waters; and BIO-15 through BIO-18 to protect oak woodlands. Mitigation Measures BIO-1 through BIO-18 are hereby adopted for this Project. It shall be the responsibility of the Applicant, construction contractor, or the County Environmental Assessment Officer, as appropriate to implement the applicable Mitigation Measures. Monitoring shall be the responsibility of the RMA. Therefore, the proposed Project will have a less than significant impact with mitigation.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices (Appendix “B” of the Draft EIR), Comments Received, Response to Comments, and the Public Record of Proceedings that Mitigation Measures BIO-1 through BIO-18 would reduce potential impacts to biological resources to less than significant.

Thus, there is a less than significant impact with mitigation. There is no evidence to the contrary in the Public Record of Proceedings.

h. Impact 3.4 Biological Resources – b), d) and f) Adverse Effect on Riparian Habitat or Other Sensitive Natural Communities; Interference with Native Resident or Migratory Fish or Wildlife Species; and Conflict with Conservation Plans

Pursuant to the discussion in Sections 3.4 b) of the Final EIR, there will be no impact to riparian habitat or other sensitive natural communities and the proposed Project will not conflict with any state, federal, or local Habitat Conservation Plan or Natural Community Conservation Plan; the proposed Project will have a less than significant effect on migratory fish or wildlife species. The Board concurs with this analysis.

Accordingly, based on the Final EIR, Technical Appendices (Appendix “B” of the Draft EIR, Comments Received, Response to Comments, and other substantial evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to the to the environment involving biological resources because (i) there are no riparian habitat, wetland habitat, or other sensitive natural communities identified on the Project site, (ii) the proposed Project would not significantly impede the migratory pattern of animal species, and (iii) there are no approved Habitat or Natural Community Conservation Plans in effect

for the Project site. As such, mitigation measures are not necessary or required to avoid, mitigate, or substantially lessen any impact(s) to these biological resources that might result from the adoption of this Project.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that impact(s) are nonexistent or less than significant. No mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

i. Impact 3.5 Cultural Resources – a) through c) Adverse change of a Historical Resource; Archaeological Resource; or Disturb Human Remains

Pursuant to the discussion in Sections 3.5 a) – c) of the Final EIR, there will be a less than significant impact with mitigation from disturbance of cultural or historic resources, and skeletal remains. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “C” of the Draft EIR), Response to Comments, and the Public Record of Proceedings, the Board finds and declares that mitigation measures are necessary, as applicable, to avoid, mitigate or substantially lessen any impact(s) to the environment from disturbance of cultural or historic resources and skeletal remains.

Mitigation is set forth in Mitigation Measures CUL-1 and CUL-2. Such mitigation is hereby adopted for this Project. All Mitigation Measures shall be implemented by the County of Tulare, construction contractor, or the County Environmental Assessment Officer, as appropriate. Monitoring shall be the responsibility of the RMA.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices (Appendix “C” of the Draft EIR), Response to Comments, and the Public Record of Proceedings that there could be a disturbance or destruction of cultural or historical resources resulting from construction-related activities associated with the proposed Project. However, there is no recorded evidence of archeological find(s) at the Project site. In the unlikely event that human remains are discovered, Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5 would be implemented. As an abundance of caution, and if necessary, the implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that potential impacts to cultural resources and human remains would be reduced to less than significant. Therefore, the proposed Project will have a less than significant impact with mitigation.

Thus, there is a less than significant impact with mitigation. There is no evidence to the contrary in the Public Record of Proceedings.

j. Impact 3.6 a) and b) Energy – a) and b) Energy Consumption and Energy Plans

Pursuant to the discussion in Sections 3.6 a) – b) of the Final EIR, the proposed Project will result in no to less than significant impacts to the environment involving energy. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, and other evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed Project will have no to a less than significant impact and mitigation measures are not required.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project (i) includes energy-efficiency and water conservation features that would reduce the commitment of nonrenewable resources, (ii) reduces vehicle miles traveled (VMT) thereby reducing vehicle fuel consumption and greenhouse gas emissions from visitors/tourists to the Project area; and (iii) is consistent with the Tulare County General Plan, Three Rivers Community Plan, and Tulare County Climate Action Plan. Therefore, the proposed Project will have no to a less than significant impact.

Thus, there is no to a less than significant impact. There is no relevant evidence to the contrary in the Public Record of Proceedings.

k. Impact 3.7 Geology and Soils – a) i) through iv) Seismic Activity

Pursuant to the discussion in Section 3.7 a) of the Final EIR, the proposed Project will result in a less than significant impact to the environment involving seismic effects. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “D” of the Draft EIR), Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that an investigation of the site found that the proposed Project will not cause a significant impact related to exposure of people or structures to earthquake faults, seismic shaking, ground failure including liquefaction, and landslides. In addition, the proposed Project would not cause a significant impact related to the loss of topsoil, unstable soils, expansive soils, and soils incapable of supporting septic tanks. No mitigation measures are necessary or required.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices, Response to Comments, and the Public Record of Proceedings that the proposed Project will not cause a significant impact related to exposure of people or structures to earthquake faults, seismic shaking, ground failure including liquefaction, and landslides. No mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

1. Impact 3.7 Geology and Soils – b) Soil Erosion or Loss of Topsoil

Pursuant to the discussion in Section 3.7 b) of the Final EIR, there will be a less than significant impact to the environment involving erosion or loss of topsoil. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “D” of the Draft EIR), Response to Comments, and the Public Record of Proceedings, the Board finds and declares that an investigation of the site found that the site The site has very little slope (i.e., a slight decline in grade from east to west) and will have a flat topography after grading. As stated earlier, the relatively flat nature of the site reduces the need for extensive grading which would be generally limited to access roads, parking, and the hotel structure itself. Any soils removed from these areas would likely be redistributed around and retained elsewhere on the proposed Project site. Beyond grading, soil disturbance would occur in association with trenching for emplacement of plumbing, electrical, and storm water drainage conduits. Thus, mitigation measures for soil erosion or loss of topsoil are not necessary or required.

In support of this finding, evidence is contained in the Final EIR, Technical Appendices, Response to Comments, and the Public Record of Proceedings that the proposed Project will not cause a significant impact to soil erosion or topsoil loss. While impacts are anticipated to be less than significant, the Clean Water Act (CWA) and the Central Valley Regional Water Quality Control Board (CVRWQCB) require a Stormwater Pollution Prevention Plan (SWPPP) to be developed by a qualified engineer or erosion control specialist and implemented before construction begins. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction and operations are not anticipated. Therefore, the proposed Project would result in a less than significant impact. No mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

m. Impact 3.7 Geology and Soils – c) and d) Unstable Soil; Expansive Soil

Pursuant to the discussion in Section 3.6 c) of the Final EIR, the Project site is located on soil types in the area are not conducive to subsidence or liquefaction, or expansive soil. Therefore, there will be no impact to the environment involving unstable soils or expansive soil. The Board concurs with this analysis.

Accordingly, based on substantial evidence is contained in the Final EIR, Technical Appendices (Appendix “D” of the Draft EIR), Response to Comments, and the Public Record of Proceedings, the Board finds and declares that an investigation of the site did not indicate the

presence of potentially unstable soils or expansive soil. As such, the proposed Project will not have a significant impact to these resource items.

In support of this finding, as noted earlier, the proposed project would be subject to requirements of the Clean Water Act (CWA) and the Central Valley Regional Water Quality Control Board (CVRWQCB) requires a Stormwater Pollution Prevention Plan (SWPPP) to be developed by a qualified engineer or erosion control specialist and implemented before construction begins. Compliance with local grading and erosion control ordinances would also help minimize adverse effects associated with erosion and sedimentation. As a result of these efforts, the site's topography, no contribution of excessive amounts of water, and no mining of excessive amounts of groundwater, the proposed Project would result in a no impact. No mitigation measures are necessary or required.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

n. Impact 3.7 Geology and Soils – e) Inadequate Soils for Septic Tanks or Wastewater Disposal

Pursuant to the discussion in Section 3.7 e) of the Final EIR, there will be no impact involving unsuitable soils for domestic waste disposal. The Project will provide its own septic disposal system. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices, Response to Comments, and the Public Record of Proceedings, the Board finds and declares that an investigation of the site indicated it is suitable for its own on-site septic system. The proposed Project would include the installation or use of septic tanks or other alternative waste water disposal systems, thus it will have no impact nor require connection or expansion to an existing water treatment system. The applicant will be required to comply with Tulare County General Plan policies, Three Rivers Community Plan policies, Regional Water Quality Control Board requirements, and must also receive approval by the Tulare County Health and Human Services Agency. Therefore, no mitigation is necessary or required.

In support of this this finding, and with no anticipated impacts, the proposed Project will provide its own on-site septic system, it will have no impact involving septic or waste water systems, and it must comply with Tulare County General Plan policies, Three Rivers Community Plan policies, Regional Water Quality Control Board requirements, and must also receive approval by the Tulare County Health and Human Services Agency. No mitigation measures are necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

o. Impact 3.7 Geology and Soils – f) Paleontological Resources

Pursuant to the discussion in Section 3.7 f) of the Final EIR, there are no known paleontological resources within the proposed Project area, nor are there any known geologic features in the proposed Project area that would support paleontological resources. Although it cannot conclusively be demonstrated that no subsurface paleontological resources are present, the impact would be reduced to less than significant impact with mitigation. In the unlikely event that paleontological resources are encountered, implementation of Mitigation Measure CUL-2 subsets (a) through (c), as applicable, would reduce the proposed Project's impact to less than significant. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, applicable Technical Appendices, Response to Comments, and the Public Record of Proceedings, the Board finds and declares that there are no known paleontological resources within the proposed Project area, nor are there any known geologic features in the proposed Project area that would support paleontological resources. However, in the unlikely event of encountering paleontological resources, implementation of mitigation measures would reduce the impact to less than significant. Mitigation is set forth in Mitigation Measure CUL-1 subsets (a) through (c), as specified in Item 5 Cultural Resources (as applicable), will ensure that any impact will be less than significant. Such mitigation is hereby adopted for this Project. Therefore, there will be a less than significant impact to the environment involving paleontological resources.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project will have a less than significant impact on paleontological resources.

Thus, the Project will have a less than significant impact with mitigation. There is no evidence to the contrary in the Public Record of Proceedings.

p. Impact 3.8 Greenhouse Gas Emissions – a) and b) Generation of Greenhouse Gas Emissions

Pursuant to the discussion in Section 3.8 a) of the EIR, the proposed Project would result in less than significant direct and indirect impacts to climate change resulting from Greenhouse Gas (GHG) Emissions. Mitigation measures are not required to reduce these impacts to less than significant. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR, applicable Technical Appendix (Appendix "A" of the Draft EIR), Comments Received, Response to Comments, and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not have any significant impact involving GHG emissions either directly or indirectly as the proposed Project is consistent with the applicable strategies of the State's 2017 Scoping Plan Update, the San Joaquin Valley Unified Air Pollution Control District Policy ("*Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency*"), the Tulare County Climate Action Plan, and contributes to their implementation in terms of compliance with

regulations related to motor vehicles, fuels, and electricity used by the proposed Project. Therefore, the impact is less than significant without mitigation measures.

In support of this finding, as noted earlier, the proposed Project is consistent with State, Air District, and Tulare County goals and strategies for reducing GHG emissions; therefore, the proposed Project would result in a less than significant impact. No mitigation measures are necessary or required.

Thus, there would be a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

q. Impact 3.8 Greenhouse Gas Emissions –b) Conflict with Applicable Plan, Policy, or Regulation

Pursuant to the discussion in Section 3.8 b) of the EIR, the proposed Project would result in less than significant direct and indirect impacts to climate change resulting from Greenhouse Gas (GHG) Emissions with implementation of mitigation measures. The Board concurs in this analysis.

Mitigation is set forth in Mitigation Measures GHG-1 and GHG-2. Such mitigation is hereby adopted for this Project. All Mitigation Measures shall be implemented by the applicant. Monitoring shall be the responsibility of the RMA.

Accordingly, based on substantial evidence in the Final EIR, applicable Technical Appendix (Appendix “A” of the Draft EIR), Comments Received, Response to Comments, and the Public Record of Proceedings, the Board finds and declares that mitigation measures are necessary, as applicable, to avoid, mitigate or substantially lessen any GHG impact(s) to the environment from the proposed Project.

In support of this finding, as noted earlier, the proposed Project is consistent with State, Air District, Tulare County General Plan, Three Rivers Community Plan, and Tulare County Climate Action Plan goals and strategies for reducing GHG emissions. Further, development of the Project would reduce the unaccommodated demand, thus reducing Vehicle Miles Traveled (VMT) in the market area thereby reducing GHG emissions. Lastly, implementation of Mitigation Measures GHG-1 and GHG-2, the proposed Project is consistent with the requirements of the Tulare County CAP, thereby reducing impacts to less than significant. As such, the proposed Project would result in a less than significant impact with mitigation.

Thus, there would be a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

r. Impact 3.9 Hazards and Hazardous Materials – a), b), and g) Create a Hazard through Transport, Use, or Disposal of Hazardous Materials; Hazard to the Public or the Environment Through Reasonably Foreseeable Upset and Accident

Conditions; Expose People or Structures to a Significant Risk Involving Wildland Fires

Pursuant to the discussion in Sections 3.9 a), b) and g) of the EIR, the proposed Project will cause a less than significant impact to the environment or the public through the routine transport, use, or disposal of hazardous materials; creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, and other evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not create a significant hazard to the public or the environment from routine operational activities, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involve the release of hazardous materials into the environment; exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires..

In support of the evidence contained in the Final EIR and the Public Records of Proceedings, the proposed Project, construction of the proposed Project's components would require the transport and use of small quantities of hazardous materials in the form of gasoline, diesel and oil associated with construction equipment. There is the potential for small leaks due to refueling of the construction equipment; however, standard construction Best Management Practices (BMPs) included in the SWPPP would reduce the potential for and clean-up in the unlikely event of spills or leaks of construction-related fuels and other hazardous materials. Proposed Project operations will not require the storage of hazardous materials, such as fuel and lubricants. It is likely the proposed Project will use and store typical housekeeping products such as drain cleaners, spot remover, disinfectants, etc. The storage, transport, and use of these materials would comply with Local, State, and Federal regulatory requirements. The proposed Project will not contain any housing or buildings where workers will reside or be stationed that will be at risk of fire. As a hotel, the primary occupants will be employees and transient visitors/guests. In the event of fire threat, because of its proximity to SR 198, these persons can readily access SR 198 to evacuate if necessary. Also, complying with Calfire and Tulare County fire code standards (e.g., fire resistant materials, sprinkler system, fireflow, fire hydrants, access (for firefighting or other first responder apparatus), etc.) would ensure that the proposed Project will be constructed to maximize protection from wildfire. Therefore, the proposed Project will have a less than significant impact without mitigation.

Thus, there is a less than significant impact without mitigation. There is no relevant evidence to the contrary in the Public Record of Proceedings.

- s. Impact 3.9 Hazards and Hazardous Materials – c) through f) Within One-Quarter Mile of an Existing or Proposed School; On a List of Hazardous Materials Sites Compiled

Pursuant to Government Code Section 65962.5: Within or Near a Public or Public Use Airport; Impair/Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Pursuant to the discussion in Sections 3.9 c) - f) of the Final EIR, the proposed Project would result in no impact to the environment as it would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; it is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; it is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport; and it would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Construction and operation of the proposed Project would require equipment that utilizes insignificant amounts hazardous materials. Also, the nearest school is greater than ¼ mile northwest of the site and the site is not listed on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 (Cortese List site). The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will result in no impact to the above noted resource items (that is, in regard to Sections 3.9 c) - f) of the EIR) concerning hazards or hazardous materials.

In support of this finding, the evidence indicates that the nearest school (Three Rivers Elementary School) is approximately 1.5 miles north of the proposed Project site; the site is not listed on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 (Cortese List site); The nearest airport, Woodlake Airport, is approximately sixteen miles west of the proposed Project site; the non-operational Three Rivers airport is located approximately two miles north of the proposed Project site and there are no private airports within the Project vicinity; the proposed Project will not conflict with Tulare County Airport Land Use Plan (ALUP) policy; it is not within any airport's safety zone and; as the proposed Project includes an access/egress driveway to SR 198, it does not have direct access/egress to SR 198. As such, it would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan. Also, the storage, transport, and use of these materials would comply with Local, State, and Federal regulatory requirements and implementation of Tulare County General Plan policies would ensure that impacts from the handling, storage, transport, or accidental release of hazardous materials. Therefore, the proposed Project would result in no impact to these resources.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

- t. Impact 3.10 Hydrology and Water Quality – a), b), and c) i) through iii) Water Quality Standards or Waste Discharge Requirements; Substantially Deplete Groundwater

Supplies Or Interfere Substantially With Groundwater; Alter the Existing Drainage Pattern

Pursuant to the discussion in Section 3.10 a), b), and c) i) through iii) of the Final EIR, there will be a less than significant impact to groundwater quality standards or waste discharge requirements; deplete groundwater supplies or interfere with groundwater recharge; or alter existing drainage patterns. The Board concurs in this analysis.

Accordingly, based on substantial evidence contained in the Final EIR, Technical Appendices (see Appendix “F” of the Draft EIR), Response to Comments, and the Public Record of Proceedings, the Board finds and declares that an investigation of the site did not find that the proposed Project would violate any water quality standards or waste discharge requirements; it would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin; and it will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project would require implementation of the aforementioned design features requiring a Stormwater Pollution Prevention Plan (SWPPP) and would require an Onsite Wastewater Treatment System (OWTS) that is designed by and engineer, registered environmental health specialist, geologist, or other qualified person, under the review and approval of the Tulare County Health Services Division and the Regional Water Quality Control Board. The proposed Project applicant’s engineer (Ald General Engineering) estimates that it will use approximately 15.37 acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>44</sup>). Of the 940 acre-feet annual future water demand of the entire Three Rivers Community Plan planning area estimated in the “*Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum*”, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge in the watershed. Lastly, implementation of State and County level policies, guidelines, etc., will adequately address potential stormwater impacts through the implementation of Project design features and compliance with requirements, orders, permits (e.g.; a SWPPP), etc. Therefore, the proposed Project will have a less than significant impact.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

u. Impact 3.10 Hydrology and Water Quality – d) and e) Flood Hazard, Tsunami, or Seiche Zone Risks; Conflict/Obstruct Water Quality Control Plan or Sustainable Groundwater Management Plan

Pursuant to the discussion in Sections 3.10. d) and e) of the Final EIR, the Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche

zones, that would result in a risk release of pollutants due to project inundation and would not conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan. As such, the proposed Project would result in no impact. The Board concurs in this analysis.

Accordingly, based on substantial evidence contained in the Draft EIR, Technical Appendices (See Appendix “F” of the Draft EIR), Response to Comments, Final EIR, and the Public Record of Proceedings, the Board finds and declares that an investigation of the site found that the proposed Project will not have any impact related to this resource; therefore, no Mitigation Measures are necessary or required.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project lies within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map and will be required to comply with Tulare County Building Division’s determination whether to require the applicant to raise the ground elevation where the Project will be constructed; it is not exposed to or near any river, reservoirs, pond, or lake subject to seiches from earthquake activity; it is greater than 100 miles east of the nearest coastline that would be subject to tsunamis; and it would not conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan. Also, it is noted that the County of Tulare does not have an adopted water quality control plan or sustainable groundwater management plan. Therefore, there will be no impact and no mitigation measures are necessary or required.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

v. Impact 3.11 Land Use and Planning – a) and b) Physically Divide an Established Community; Conflict with a Conservation Plan

Pursuant to the discussion in Sections 3.11 a) and b) of the Final EIR, there will be no impact caused by the division of an established community and no impact from conflict with a land use or conservation plan. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will have no impact because: (i) the Project site is located within the Three Rivers Community Plan Urban Development Boundary (UDB) and is properly zoned to accommodate the proposed Project; (ii) the proposed Project is consistent with Tulare County General Plan and Three Rivers Community Plan policies, goals, and objectives; (iii) the proposed Project will not physically divide the community; and (iv) the proposed Project does not conflict with any plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Therefore, no mitigation is necessary or required.

In support of these findings, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project site is located within the Three Rivers Community Plan Urban Development Boundary (UDB) and is properly zoned to accommodate the proposed Project. There are no adopted conservation plans applicable to the Project area or species that reside therein. Accordingly, there is no impact and no mitigation measures are necessary or required.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

w. Impact 3.12 Mineral Resources – a) and b) Loss of Availability of Statewide or Local Mineral Resource; Loss of Availability of Resource Recovery Site

Pursuant to the discussion in Sections 3.12 a) and b) of the Final EIR, the proposed Project would result in no impact to mineral resources of local, regional, or statewide value or importance. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will cause no impact involving the loss or availability of known mineral resources. Therefore, no mitigation is necessary or required.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project does not include a mining operation and is not located in a known mineral resource zone. As specified in the Final EIR, certain policies applicable to mineral resources are contained in the Tulare County General Plan to promote compatible development near known mineral resource zones. These policies are designed to conserve and protect known mineral resources. There are no mineral resources found on or in the vicinity of the proposed Project site. Accordingly, there would be no impact. No mitigation measures are necessary or required.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

x. Impact 3.13 Noise – a) and b) Excess of Noise or Vibration Standards

Pursuant to the discussion in Sections 3.13 a) and b) of the Final EIR, there will be less than significant impact involving noise or vibration. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not (i) expose persons to noise levels in excess of standards, (ii) expose people to excessive groundborne vibration or noise levels, or (iii) increase the ambient noise levels in the Project vicinity. Compliance with Tulare County General Plan policies would minimize noise impacts from the proposed Project. As such,

no mitigation is required for this Project. Therefore, the proposed Project will have a less than significant impact.

In support of this finding, the evidence in the Final EIR and the Public Record of Proceedings indicates that noise and vibration volumes would not significantly impact nearby receptors as the proposed Project will not exceed County noise standards. This determination is supported by an analysis and conclusions provided in the “*Noise Impact Assessment for the Three Rivers Hampton Inn & Suites Project August*” (NIA) prepared by consultant ECORP Consulting, Inc. and included in Appendix “E” of the Draft EIR. Further, compliance with Tulare County General Plan policies such *HS-8.18*, wherein construction activity is exempted provided that noise generating activity does not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday; *HS-8.11*, wherein no peak noise generating activities shall be allowed to occur outside of normal business hours without County approval and; *HS-8.19* which requires construction noise control best practices to be implemented to minimize construction noise impacts. As such, the proposed Project would result in a less than significant impact and no mitigation measures are necessary or required.

Thus, there is a less than significant impact without mitigation. There is no evidence to the contrary in the Public Record of Proceedings.

y. Impact 3.13 Noise – c) Public Airport or Private Airstrip Noise

Pursuant to the discussion in Section 3.13 c) of the Final EIR, the proposed Project would result in no impact from exposure to excessive airport noises. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Draft EIR, and other evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will not expose persons to excessive airport noise and will result in no impact involving an airport land use plan within two miles of a public airport, or locate persons within the vicinity of an operating airstrip. As such, no mitigation measures are necessary or required.

In support of this finding, the evidence indicates that the proposed Project is not located within an airport land use plan, and there is no operation airport within two miles of the proposed Project site. The nearest public or public use airport is Woodlake Airport (in the City of Woodlake) which is located approximately 16 miles west of the proposed Project site. The proposed Project lies outside of the aircraft noise contours established in the Tulare County Comprehensive Airport Land Use Plan. As such, the proposed Project would result in no exposure to people working at the Project site; the proposed Project does not include any residential opportunities where persons would be exposed to airport-related noise. Therefore, there would be no impact related to this resource. Accordingly, there is no impact and mitigation measures are not necessary or required.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

z. Impact 3.14 Population and Housing – a) and b) Induce Substantial Unplanned Population Growth or Displace Existing People or Housing

Pursuant to the discussion in Sections 3.14 a) and b) of the Final EIR, there will be no impact to the environment involving population and housing. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will have no impact to population and housing, and thus, no mitigation is necessary or required.

In support of this finding, evidence is contained in the Final EIR and the Public Record of Proceedings that the proposed Project will not result in or encourage additional population growth in this rural area of the County. No permanent dwellings on the Project site or rural homes in the surrounding area will be relocated, built, or demolished as a result of the proposed Project. Accordingly, there will be no impact on population or housing conditions in the Project area vicinity. No mitigation measures are necessary or required.

Thus, there is no impact. There is no evidence to the contrary in the Public Record of Proceedings.

aa. Impact 3.14 Public Services – a) Fire Protection; Police Services

Pursuant to the discussion in Section 3.14 a) of the Final EIR, there will be less than significant impacts involving fire protection or police services. The Board concurs in this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant impact to fire protection or police services, and thus, mitigation is not necessary or required.

In support of this finding, the evidence indicates that construction or operation of the proposed Project will have a less than significant impact on the County's Fire Department as the proposed Project does not increase the service area for the Three Rivers fire station (Fire Station 14) in addition to Cal Fire Station 35 and the National Parks Service's Hammond Station (located at 44726 Mineral King are within the Three Rivers UDB. The Tulare County Fire Station 13 is the next nearest fires station and is located in Lemon Cove (approximately 12 southwest of the proposed Project site). The Tulare County Sheriff's Department has a resident deputy serving the rural population of Three Rivers. The resident deputy works one shift, five days week. Also, project design features and applicable California fire code and local building codes (e.g., fire suppression system and adequate fire-flow) would also enhance fire suppression capabilities. As such, there will be a less than significant impact on fire protection and police services. Therefore, mitigation measures are not necessary or required.

Thus, there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

**bb. Impact 3.14 Public Services – a) Schools; Parks; or Other**

Pursuant to the discussion in Sections 3.14 a) Schools; Parks; or Other of the Final EIR, there will be no impact to these resources within the Project's vicinity. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause any impact to schools, parks, or other services within the Project's vicinity and thus, no mitigation is necessary or required.

In support of this finding, evidence contained in the Final EIR and the Public Record of Proceedings indicates that no new permanent housing is included as part of the proposed Project which could result in increases of school-aged children, the proposed Project will not induce population growth which could create a need for additional park or recreational services, and it will not require the need for other public facilities.

Thus, there is a no impact to these resources. There is no evidence to the contrary in the Public Record of Proceedings.

**cc. Impact 3.16 Recreation – a) and b) Deterioration of Existing Recreational, New or Expanded Recreational Facilities**

Pursuant to the discussion in Sections 3.16 a) and b) of the Final EIR, there will be no impact to recreational facilities within the Project's vicinity. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause any impact to recreational facilities within the Project's vicinity and thus, no mitigation is necessary or required.

In support of this finding, evidence contained in the Final EIR and the Public Record of Proceedings indicates that no new permanent housing is included as part of the proposed Project and the proposed Project will not result in population growth as employees will be drawn from the local workforce. As such, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, nor would it result in the need for new recreational facilities or the expansion of existing recreational facilities. The nearest County owned park (Cutler County Park) is located just outside the City of Visalia limits, approximately 20 miles west of the Project site.

Thus, there will be no impact on existing recreation facilities. There is no evidence to the contrary in the Public Record of Proceedings.

dd. Impact 3.17 Transportation – a) through d) Conflict with a Program Plan, Ordinance or Policy; Conflict or Consistent with CEQA Guidelines Section 15064.3; Substantially Increase Hazards; Emergency Access

Pursuant to the discussion in Sections 3.17 a) through d) of the Final EIR, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; it would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); it would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and it would not result in inadequate emergency access. As such, the proposed Project would result in a less than significant impact without the need for mitigation measures. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (see Appendix “E” of the Draft EIR), Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that an investigation confirmed that the Project-related impacts to the Traffic resource will be less than significant without the need for mitigation measures.

In support of this finding, evidence is contained in the Final EIR, “*Three Rivers Hampton Inn & Suites Traffic Impact Study, June 2020*” (TIS) prepared by qualified experts VRPA Technologies, Inc., (included in Appendix “E” of the Draft EIR), and other evidence in the Public Record of Proceeding. The Project’s traffic impact analysis concluded that the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The development of the Project would reduce the unaccommodated demand, thus reducing VMT in the market area. The Project would not result in hazards due to design features since all proposed improvements (Project Driveway) would be built to County design standards. Therefore, no mitigation is needed. Internal traffic and parking operations will be designed in accordance with Tulare County design standards. The proposed Project seeks to utilize a plot of relatively undeveloped land for a hotel with approximately 105 rooms in a rural area surrounded by rural/agricultural residences. The Project would not increase the use of farm equipment on streets and roads in the Three Rivers Community. As a result, the Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project would not result in any degradation of emergency access within the community. Congestion at an intersection or along a roadway can adversely impact emergency access. Results of the traffic analysis shows that all of the study intersections and roadway segments will meet Tulare County’s and Caltrans’ LOS “D” criteria through the year 2042. As a result, the Project will not result in inadequate emergency access. Therefore, the proposed Project will result in a less than significant impact without mitigation.

Thus, the proposed Project will result in a less than significant impact thus, no mitigation is necessary or required. There is no evidence to the contrary in the Public Record of Proceedings.

ee. Impact 3.18 Tribal Cultural Resources – a) and b) Listed California Register of Historical Resources; Resources Significant to a California Native American Tribe

Pursuant to the discussion in Section 3.18 a) and b) of the Final EIR, there will be a less than significant impact with mitigation, as appropriate, to Listed Historical Resources and Significant Tribal Cultural Resources by this Project. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “C” of the Draft EIR), Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that an investigation confirmed that the proposed Project will not cause a significant impact to Listed Historical Resources and Significant Tribal Cultural Resources with the implementation of mitigation as appropriate.

Mitigation is set forth in Mitigation Measure CUL-1 subsets (a) through (c). Such mitigation is hereby adopted for this Project. All Mitigation Measures shall be implemented by the County of Tulare, construction contractor, or the County Environmental Assessment Officer, as appropriate. Monitoring shall be the responsibility of the RMA.

In support of this finding, evidence is contained in the Final EIR, “*Cultural Resources Inventory Report Hampton Inn and Suites Three Rivers*” prepared by qualified expert consultants ECORP Consulting, Inc. (included in Attachment “C” of the Draft EIR), Caltrans’ comment letter indicating concurrence with the TIS and their statement that “no further analysis is required”, and other evidence in the Public Record of Proceeding. The Project impact analysis identifies no tribal or archaeological resources within the Project site. As an abundance of caution, and if necessary, the implementation of Mitigation Measure CUL-1 subsets (a) through (c) would ensure tribal cultural resources are protected. Therefore, the proposed Project would result in a less than significant impact with mitigation.

As such, there would be a less than significant impact with mitigation. There is no evidence to the contrary in the Public Record of Proceedings.

ff. Impact 3.19 Utilities and Service Systems – a) through c) Relocation or Construction of New or Expanded Water; Wastewater Treatment or Storm Drainage, Electric Power, Natural Gas, or Telecommunications Facilities; Reasonable Water Supply, Adequate Wastewater Capacity

Pursuant to the discussions found in Section 3.19 a) of the Final EIR, there will be a less no impact involving water, wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities; no impact regarding sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and no impact to a wastewater treatment provider that it has adequate capacity to serve the Project’s

projected demand in addition to the provider's existing commitments. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (see Appendix "D" of the Draft EIR), Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that an investigation confirmed that the Project will be required to comply with Regional Water Quality Control Board's (RWQCB) wastewater requirement; it will not require the construction or expansion of new water or wastewater treatment facilities; the proposed Project will have adequate electric power, natural gas, or telecommunications facilities; the proposed Project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and will not impact the wastewater treatment provider that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

In support of this finding, the evidence indicates that the Project will not discharge to any surface or groundwater sources which may impact water quality standards. The State Water Resources Control Board requires any new construction project greater than one acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP would be prepared for the proposed Project by a qualified engineer or erosion control specialist as a condition of approval and would be submitted to the County for review and approval before being implemented during construction. The SWPPP would be designed to reduce potential impacts related to erosion and surface water quality during construction activities and throughout the life of the proposed Project. It would include proposed Project information and best management practices (BMP). The BMPs would include dewatering procedures, stormwater runoff quality control measures, concrete waste management, watering for dust control, and construction of perimeter silt fences, as needed. Implementation of the SWPPP will minimize the potential for the proposed Project to substantially alter the existing drainage pattern in a manner that will result in substantial erosion or siltation onsite or offsite. The proposed Project will connect to the existing electricity services provider (SCE) and will provide its own source of compressed natural gas on-site. service, and has existing telecommunications capabilities on-site. The proposed Project site is located in the Kaweah Watershed. The Department of Water Resources (DWR) has estimated that the nine (9) watersheds within the Kaweah Watershed cover 82,636 acres. As noted in the Hydrology and Water Quality Chapter, the tributaries supplying the Kaweah Watershed consists of 67,789 acres of the estimated 82,636 acres of the nine local watershed of the Three Rivers planning area. It was also mentioned in the Section 3.10 Hydrology and Water Quality, the "Abbreviated Water Supply Evaluation to support the Three Rivers Community Plan EIR Memorandum" (Memorandum) concludes that there is sufficient water supply to meet the approximately 940 acre-feet annually of future water demand at full build-out of the Three Rivers Community Plan, including residential, commercial, and industrial demand of the estimated 50,000 acre-feet of annual average groundwater recharge in the watershed. The proposed Project applicant's engineer (Ald General Engineering) estimates that it will use approximately 15.37 acre feet of water per year (or approximately 5,009,625 gallons per year or 13,725 gallons per day<sup>19</sup>). Of the 940 acre-feet annual future water demand estimated in the Memorandum, the proposed Project would consume approximately 0.0163% of the 940 acre-feet (or about 0.0003%) of the estimated annual 50,000 acre-feet of the groundwater recharge

in the watershed. It is noted that Ald General Engineering also provided as estimate for a parcel directly west of the proposed Project site of 3,450 gallons per day of water usage (or 1,259,250 gallons per year or 3.86 acre-feet per year). Combined, this would result in approximately 19.23 acre-feet per year (or approximately 0.0204%) of the estimate 940 acre-feet of annual future demand of the entire Three Rivers Community Plan planning area. As such, the proposed Project (including a hypothetical use north of the proposed Project site) would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed Project is a hotel and as mentioned in Item a), the Project will have a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP would be prepared for the proposed Project by a qualified engineer or erosion control specialist as a condition of approval and would be submitted to the County for review and approval before being implemented during construction. The SWPPP would be designed to reduce potential impacts related to erosion and surface water quality during construction activities and throughout the life of the proposed Project. It would include proposed Project information and best management practices (BMP). Therefore, the proposed Project would have no impact to these resources. As such, no mitigation measures are necessary or required.

As such, there would no impact to the above noted resources. There is no evidence to the contrary in the Public Record of Proceedings.

gg. Impact 3.19 Utilities and Service System – d) and e) Solid Waste; Compliance with Federal, State, and Local Statutes and Regulations.

Pursuant to the discussions found in Section 3.19 d) and e) of the Final EIR, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and it will comply with federal, state, and local management and reduction statutes and regulations related to solid waste as applicable. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will result in no impact to landfill facilities, the capacity of these facilities, and that disposal of materials generated during the construction phase, or thereafter during operation, will comply with applicable law and policy, and applicable federal, state, and local management and reduction statutes and regulations related to solid waste.

In support of this finding, the evidence indicates that the proposed Project does not consist of any elements that would exceed the permitted capacity of such facilities or lead to the improper disposal of waste materials. There would be no impact as a result of this Project. No mitigation measures are necessary or required.

As such, there will be no impact. There is no evidence to the contrary in the Public Record of Proceedings.

hh. Impact 3.20 Wildfire - a) through d) Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan; and Exacerbate Wildfire Risks

Pursuant to the discussion in Sections 3.20 a) – d) of the Final EIR, there will not be a significant impact in regards to Wildfire. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that the proposed Project will have no impact due to wildfires.

In support of this finding, evidence is contained in the Final EIR, Comments, Response to Comments, and other evidence in the Public Record of Proceedings, that although the proposed Project is located in an active area of wildland fire occurrence, the Project area is located in an area that allows for the integration of coordinated fire response among local, state and federal agencies. The proposed Project is consistent with the Tulare County General Plan and Three Rivers Community Plan and is required to comply with all local, state, and federal fire and building codes/regulations. The proposed Project includes installation and maintenance of associated on-site infrastructure (such as the access roads water source for both potable and fire suppression uses, wastewater system, and propane storage) and will directly connect to existing power lines). As such, there is no discernable or possible effect on these Checklist Items, and thus there is no impact.

As such, there will be no impact. There is no evidence to the contrary in the Public Record of Proceedings.

ii. Impact 3.21 Mandatory Findings of Significance – a) Wildlife Species or Historical Impacts

Pursuant to the discussion in Section 3.21 a) of the Final EIR, there will be less than significant impacts to wildlife species or historical resources as a result of the proposed Project with implementation of Mitigation Measures BIO-1 thru BIO-18 in regards to special status plant and animal species, jurisdictional waters, and oak woodlands, and Mitigation Measures CUL-1 and CUL-2 in regards to historical and archaeological resources and human remains. The Board concurs with this analysis.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendices “B” and “C” in the Draft EIR), Comments Received, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that with Mitigation Measures BIO-1 thru BIO-18, and Mitigation Measures CUL-1 and CUL-2, the proposed Project will not cause a significant impact involving wildlife species or historical resources.

In support of this finding, the evidence contained in the Final EIR, Comments, Response to Comments, and other evidence in the Public Record of Proceedings indicates that there are no riparian habitat, wetland habitat, or other sensitive natural communities identified on the Project

site, (ii) the proposed Project would not significantly impede the migratory pattern of animal species, and (iii) there are no approved Habitat or Natural Community Conservation Plans in effect for the Project site. Mitigation Measures BIO-1 through BIO-18 would mitigate Project-related impacts to candidate, sensitive, or special status species and protected wetlands to a less than significant level. There is no recorded evidence of archeological find(s) at the Project site. In the unlikely event that human remains are discovered, Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5 would be implemented. As an abundance of caution, and to address the potential of cultural resources being unearthed as a result of Project-related ground excavation, the implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that potential impacts to archaeological or paleontological resources or human remains would be reduced to less than significant.

jj. Impact 3.21 Mandatory Findings of Significance – b) Cumulatively Considerable Impacts

See Section IV Cumulative Impacts below.

kk. Impact 3.21 Mandatory Findings of Significance – c) Substantial Adverse Effects on Humans

Pursuant to the discussion in Section 3.21 c) of the Final EIR, the proposed Project would not result in any impacts to human beings beyond what has already been analyzed in Chapters 3.1 through 3.20. There are no significant environmental adverse effects from this proposed Project to human beings.

Accordingly, based on substantial evidence in the Final EIR, Technical Appendices, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that there are no significant environmental adverse effects from this proposed Project to human beings.

In support of this finding, the evidence indicates that the proposed Project would not result in any impacts to human beings beyond what has already been analyzed in Chapters 3.1 to 3.20, and thus there is a less than significant impact. There is no evidence to the contrary in the Public Record of Proceedings.

## **IV**

### **CUMULATIVE IMPACTS**

CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. A consideration of actions included as part of a cumulative impact scenario can vary by geographic extent, time frame, and scale. They are defined according

to environmental resource issue and the specific significance level associated with potential impacts. CEQA Guidelines 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines note that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness and focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impacts.

A. Air Quality

Pursuant to the discussion in Section 3.3 b) of the Final EIR, the proposed Project would not exceed any significance thresholds established by the Air District and would not cause a cumulatively significant impact to air quality; however as an abundance of caution, mitigation measures have been incorporated to ensure potential cumulative impacts would be less than significant. The Board concurs with this analysis. Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), Comments Received, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that the mitigation required in Mitigation Measures AIR-1 and AIR-2 will lessen any significant impacts to cumulative and ensure that cumulative impacts to air quality would be reduced to a less than significant level. The Board further finds that there are specific economic, legal/public policies, social, or other considerations which make infeasible any further Mitigation Measures or Project alternatives.

In support of this finding, the evidence indicates that the direct impacts are less than significant with the implementation of Mitigation Measures AIR-1 and AIR-2, as contained in Section 3.3 of the Draft EIR and evidenced in the “*Air Quality & Greenhouse Gas Assessment, Three Rivers Hampton Inn and Suites Project, Tulare County, California*” (included in Appendix “A” of the Draft EIR). As such, the adopted Mitigation Measures will assure that cumulative air quality impacts are mitigated to a level of less than significant.

B. Biological Resources

Pursuant to the discussions in Sections 3.4 a), c) and e) of the Final EIR, the proposed Project will result in a less than cumulatively significant impact to biological resources. The Board concurs with this analysis. Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “A” of the Draft EIR), Comments Received, Response to Comments, and other evidence in the Public Record of Proceedings, that the mitigations required in Mitigation Measures BIO-1 through BIO-18 will lessen any significant impacts to cumulative biological resources. The cumulative impact relating to biological resources will be reduced to a level of less than significant. The Board further finds that there are specific economic, legal/public policies, social, or other considerations which make infeasible any further Mitigation Measures or Project alternatives.

In support of this finding, the evidence indicates that the direct impacts are not significant with the implementation of Mitigation Measures BIO-1 through BIO-18, as contained in section 3.4 of the Draft EIR and evidenced in the “*Biological Resources Assessment, Hampton Inn and Suites Three Rivers, Tulare County, California.*” (included in Appendix “B” of the Draft EIR). As such, the adopted Mitigation Measures will assure that any cumulative biological impacts are mitigated to a level of less than significant.

C. Cultural and Tribal Cultural Resources

Pursuant to the discussion in Sections 3.5 a) through c) and 3.18 a) and b) of the Final EIR, the construction related component of the proposed Project may cause a potentially cumulatively significant impact to cultural and tribal cultural resources. The Board concurs with this analysis. Accordingly, based on substantial evidence in the Final EIR, Technical Appendices (Appendix “C” of the Draft EIR), Comments Received, Response to Comments, and other evidence in the Public Record of Proceedings, the Board finds and declares that the mitigation required in Mitigation Measures CUL-1 through CUL-2 will lessen any significant impacts to cumulative cultural and tribal cultural resources. The cumulative impact relating to cultural and tribal cultural resources will be reduced to a level of less than significant. The Board further finds that there are specific economic, legal/public policies, social, or other considerations which make infeasible any further Mitigation Measures or Project alternatives.

In support of this finding, the evidence indicates that there is no recorded evidence of archeological sites at the Project site. The adopted Mitigation Measures will assure that any Native American burial sites or unidentified skeletal remains encountered are either avoided, treated in accordance with the recommendations of the most likely descendant, or relocated, and will assure that any historical or cultural resources are properly evaluated, thereby reducing this impact to a less than significant level. With implementation of Mitigation Measures CUL-1 and CUL-2 subsets (a) through (c), and evidenced in the “*Cultural Resources Inventory Report, Hampton Inn and Suites Three Rivers, Tulare County, California*” (included in the confidential Appendix “C” of the Draft EIR), potential cumulative impacts related to cultural and tribal cultural resources will be reduced to a level considered less than significant.

D. Geology and Soils (Paleontological Resources)

Pursuant to the discussion in Section 3.7 f) of the Final EIR, the Project site is located on soil classified as Blasingame sandy loam and Tejunga sand, that could potentially contain paleontological resources. Although it cannot conclusively be demonstrated that no subsurface paleontological resources are present, the impacts would be reduced to less than significant cumulative impacts with mitigation. Encountering paleontological resources could occur during construction-related activities (such as excavation) but not likely during operational activities. To reduce Project-related impacts to less than cumulatively significant, Mitigation Measure CUL-2 subsets (a) through (c), would be implemented in the unlikely event paleontological resources are encountered. The Board concurs with this analysis. Therefore, there will be less than significant cumulative impacts to the environment involving paleontological resources. The Board further

finds that there are specific economic, legal/public policies, social, or other considerations which make infeasible any further Mitigation Measures or Project alternatives.

In support of this finding, the evidence indicates that there is no recorded evidence of paleontological resources at the Project site. The adopted Mitigation Measures will assure that any paleontological find will be properly protected and curated. With implementation of Mitigation Measures CUL-1 and CUL-2, potential cumulative impacts related to paleontological resources will be reduced to less than cumulatively significant.

E. Greenhouse Gases

Pursuant to the discussion in Section b) of the Final EIR, the proposed Project would result in a less than significant cumulative impact resulting from greenhouse gas emissions. The proposed Project is required to comply with the Tulare County General Plan, Three Rivers Community Plan, and Tulare County CAP. Mitigation Measures GHG-1 and GHG-2 would be implemented as required by the Tulare County CAP. The proposed Project is consistent with the existing C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone) zone and is therefore an allowed by-right use. As the proposed Project complies with the Tulare County General Plan, Three Rivers Community Plan, and Tulare County CAP, it is also consistent with the State's GHG reduction targets. Furthermore, the nature of the proposed Project is to accommodate transient tourist/visitors in the area of Three Rivers. Upon completion/operation of the proposed Project, cumulative GHG emissions would be reduced as VMT is reduced thereby resulting in a GHG emissions net reduction benefit. The Board concurs with this analysis. The Board further finds that there are specific economic, legal/public policies, social, or other considerations which make infeasible any further Mitigation Measures or Project alternatives.

In support of this finding, the evidence indicates that the direct impacts are less than significant with the implementation of Mitigation Measures GHG-1 and GHG-2, as contained in Section 3.8 of the Draft EIR and evidenced in the "*Air Quality & Greenhouse Gas Assessment, Three Rivers Hampton Inn and Suites Project, Tulare County, California*" (included in Appendix "A" of the Draft EIR). As such, the adopted Mitigation Measures will assure that cumulative air quality impacts are mitigated to a level of less than significant.

F. Conclusion

In further support of the foregoing discussion, the County of Tulare will assure that the Applicant complies with Mitigation Measures (including project design features as conditions of approval) contained in the Mitigation Monitoring and Reporting Program.

## **V**

### **GROWTH INDUCING IMPACTS**

Pursuant to the discussion in Chapter 6 of the EIR and consistent with Public Resources Code Section 21100(b)(5) and CEQA Guidelines Section 15126.2(b), the Board finds and declares that there are no direct growth-inducing impacts resulting from this Project.

Based on substantial evidence in the EIR and the Public Record of Proceedings, the Board finds and declares that the proposed Project will not cause a significant growth inducing impact, and as such, no mitigation is necessary or required. There is no evidence to the contrary in the Public Record of Proceedings.

In support of this finding, the evidence indicates that the development of the proposed Project is unlikely to result in or contribute to population growth inducement because the proposed Project will not result in a significant increase in employment, population, or demand for housing in the area. For these reasons, the proposed Project is not anticipated to result in growth inducement. Therefore, the operation of the proposed Project would not result in new growth in the area relating to the potential population increase.

The proposed Project does not include new homes and will result in employment of approximately 12 employees. It will not be necessary to recruit higher skilled person beyond the proposed Project and it is anticipated that most of the new employees will be current residents within or near the Three Rivers and Visalia- communities.

The proposed Project will not induce population growth; rather, it is intended to provide temporary lodging for visitors to the area. The Project site is located in a rural area and will not induce new residential construction. As such, the proposed Project does not have the potential to induce significant growth in Tulare County.

## **VI**

### **SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROJECT**

Pursuant to the discussion in Chapter 7 of the Draft EIR and Chapter 10 of the Final EIR, and consistent with Public Resources Code Section 21100(b)(2)(A) and the State CEQA Guidelines Section 15126.2(b), the Board finds and declares that there are no significant environmental impacts that cannot be avoided.

In support of this finding, the evidence indicates that there are no significant environmental impacts. There are no feasible Mitigation Measures that are necessary or required, other than those required and adopted for this Project that could further reduce these impacts to a level of less than significant.

As there are no significant and unavoidable environmental impacts, the proposed Project is proposed and approved to enable the Applicant to achieve the basic Project objectives; including: (1) to expand the County's economic base; (2) to implement the Three Rivers Community Plan; (3) provide accommodations for visitors/tourists to the Three Rivers area; and (4) to implement the Applicant's strategic business plan. In addition, alternative designs or locations that would possibly achieve these objectives would not reduce the identified cumulative impacts to a level of less than significant. Feasible Mitigation Measures have been required for this Project, and with the imposition of feasible Mitigation Measures, there will be no cumulative environmental impacts that remain significant and unavoidable.

## **VII**

### **ANALYSIS OF ALTERNATIVES**

In connection with alternatives, CEQA and the State CEQA Guidelines require that an EIR provide a reasonable range and discussion of alternatives (Public Resources Code Sections 21002, 21002.1; Guidelines Section 15126.6).

#### **A. Alternatives**

The Applicant is seeking ministerially approved building permits through Tulare County for the development a 3-story hotel and associated site improvements on an approximately 2.80-acre site at 40758 Sierra Drive, immediately south of the existing Comfort Inn & Suites, located along the eastern side of State Route 198 (SR 198) in Three Rivers. The basic objectives of the proposed Project, as described in the EIR, are to expand the County's economic base, implement the Three Rivers Community Plan, provide visitor/tourist accommodations, and implement efficient business operations.

CEQA requires that an EIR analyze a reasonable range of alternatives. (Public Resources Code Sections 21102, 21002.1 and Guidelines Section 15126.6.) The alternatives to the Project that were considered in the EIR are described as:

- Alternative 1: No Build / No Project
- Alternative 2: Alternate Site
- Alternative 3: Reduced (25%) Project

The comparison of various factors was considered in Chapter 5 of the EIR. Tables 5.1 and 5.2 (below) of the EIR (made a part hereof) provide matrices that compares the environmental impacts of differing Project Alternatives against the proposed Project.

The proposed Project is the Preferred Alternative. The proposed Alternatives were analyzed based on six evaluation criteria, which include each of the Project objectives and the assessment of the potential environmental impacts. The relative environmental impacts associated with each of the

Alternatives, as compared to the proposed Project, are summarized in Table 5-1. The proposed Project is preferred over all other Alternatives for the following reasons:

- The proposed Project is capable of contributing toward meeting lodging needs to accommodate overnight visitors/tourists seeking to experience recreational opportunity in the Three Rivers area.
- The proposed Project contributes in implementing goals/objectives/policies as encouraged in the Tulare County General Plan and Three Rivers Community Plan.
- The proposed Project satisfies all six (6) Evaluation Criteria noted earlier.
- The proposed Project is an allowed use **by right** (emphasis added) in the C-2-MU-SC (General Commercial-Mixed Use-Scenic Corridor Combining Zone) zone.

Table 5-1 is a matrix comparing each Alternative's and the Preferred Alternative's abilities to achieve the Evaluation Criteria.

<b>Table 5-1 Alternatives Evaluation</b>			
	Alternative 1 Project	Alternative 2 Alternate Site	Alternative 3 Reduced (25%) Project
1. Realize Project Components	No	Some	Some
2. Expand County's Economic Base	No	Some	Some-to-Yes
3. Minimize Costs	No	Unknown-to-Some	Some-to-Yes
4. Operational Efficiency	No	Yes	Some-to-Yes
5. Reduce Significant Impacts	No	Unknown-to-No	No-to-Some
6. Physical Feasibility	No	No	Yes

Table 5-2 compares environmental impacts associated with each of the alternatives presented compared to the Preferred Alternative.

<b>Table 5-2 Impacts of Alternatives Compared to the Proposed Project</b>			
<b>Impact Topic</b>	<b>Alternative 1 No Project</b>	<b>Alternative 2 Alternate Site</b>	<b>Alternative 3 Reduced (25%) Project</b>
Aesthetics	Less	Unknown-to-Similar	Unknown-to-Less
Agriculture and Forestry Resources	Less	Similar-to-Unknown	Similar
Air Quality	Less	Similar-to-More	Less-to-More
Biological Resources	Less	Unknown	Similar
Cultural Resources	Less	Unknown	Less
Energy	Less-to-More	More	Similar-to-More
Geology and Soils	Unknown	Unknown	Similar
Greenhouse Gas Emissions	Less-to-More	Less-to-More	Less-to-More

<b>Table 5-2 Impacts of Alternatives Compared to the Proposed Project</b>			
Hazards and Hazardous Materials	Unknown	Unknown	Similar-to-Less
Hydrology and Water Quality	Less	Unknown	Less
Land Use and Planning	Less	Unknown	Similar
Mineral Resources	Less	Unknown	Similar
Noise	Less	Unknown	Similar-to-Less
Population and Housing	Less	Similar	Similar
Public Services	Less	Unknown	Similar-to-Less
Recreation	Similar	Similar	Similar
Transportation (VMT)	Less-to-More	Unknown-to-More	Less-to-More
Tribal Cultural Resources	Unknown	Unknown	Similar
Utilities and Service Systems	Less	Unknown-to-More	Similar-to-Less
Wildfire	Unknown	Unknown	Similar
Mandatory Findings of Significance	Less	Less-to-More	Less-to-More

**B. Environmentally Superior Alternative**

CEQA requires that, in addition to the analysis of individual Alternatives, the Alternatives must be ranked according to which Alternatives have the lesser environmental effects. This ranking is shown above in Tables 5-1 & 5-2.

*Alternative 1: No Build / No Project Alternative.* The No Project Alternative would avoid all potential construction- and operations-related impacts related to air quality, biological resources, cultural resources, greenhouse gas emissions, noise, and traffic (VMT) resulting from the proposed Project and each of the other Alternatives identified earlier. However, the No Project Alternative would not meet any of the Project objectives or project-specific elements. Therefore, the consideration of the No Project Alternative being the environmentally superior alternative would require the judgment of whether in balance, eliminating or avoiding certain impacts is of greater benefit environmentally than avoiding certain other impacts. Therefore, this Alternative would not meet the criteria as the Environmentally Superior Alternative.

*Alternative 2: Alternate Site.* It is unknown if the environmental impacts associated with this Alternative would be less than the proposed Project because it would be speculative to evaluate an unsecured alternate site. This is primarily due to the fact that the Applicant does not have control of an alternate site. However, as noted earlier, construction and operation at an alternate site would result in environmental impacts that are likely equal to or greater than the proposed Project. The majority of Project impacts are also likely to occur at an alternate site. Therefore, impacts associated with air quality, greenhouse gas emissions, water use, traffic (and possibly noise and infrastructure) could likely be equal to or greater than the proposed Project. If an alternate site acquisition were viable, the Applicant would have to re-initiate the application and environmental review process as a new project. Various engineering and technical studies would need to be completed. The time requirements for these activities would reduce the ability of the Applicant to

accommodate their projected construction/operation schedule thereby adversely affecting their business model for efficiency. As such, this alternative would be the most complex, costly, and time-consuming alternative to implement. Therefore, Alternative 2 is not superior to the proposed Project and is not considered a viable alternative.

*Alternative 3: Reduced (25%) Project.* Under Alternative 3, the proposed Project would be permitted for only 75% of the proposed capacity. Operations would essentially be the same as the proposed Project except that throughput would be substantially reduced. Most of the environmental issues associated with Alternative 3 would be similar to those of the proposed Project. Alternative 3, however, may result in reduction of building height through elimination of one-story of floor area, thereby reducing impacts to aesthetics. Although Alternative 3 would reduce the traffic volume, it would ultimately result in increased Vehicle Miles Travelled (VMT) thereby adversely impacting air quality, greenhouse gas emissions, energy, and VMT. Further, as noted earlier, a reduction to 79 rooms rather than the proposed 105 rooms would result in a narrower profit margin for the reduced project. Much of the efficiencies that would be gained by having 105 rooms versus 79 rooms would be lost on the reduced project. Also included would be lost wages (due to less employment), lost sales taxes (to both the proposed Project and adjacent/nearby businesses), lost transient occupancy tax (due to fewer rooms), lost sales to suppliers (due to less demand for supplies because of a smaller project), and lost property valuation (due to a smaller project). Also, as noted earlier, it is not unreasonable to conclude that a 25% reduction in the proposed Project's size would result in a substantial reduction of the economic objectives of the proposed Project. Apart from the No Project Alternative, Alternative 3 Reduced (25%) Project would be the Environmentally Superior alternative because it would result in less adverse physical impacts to the environment with regard to air, greenhouse gases, energy, and traffic (VMT). However, the Reduced (25%) Project does not meet all of the applicant's Project objectives, particularly with regard to the financial feasibility of this alternative.

In summary, based upon the above analyses, Alternative 3 is the Environmentally Superior Alternative as it would, overall, result in reduced significant impacts. However, it does not meet all of the evaluation criteria and importantly, it would not meet the economic objectives of the Project.

The Board finds that the Applicant/Project proponent is required to undertake Mitigation Measures (including some in the form of project design features as conditions of approval). These Measures are restrictive and are applied to the proposed Project as described in the Draft and Final EIR. Thus, it is in the public interest for the County to advance socially desirable, necessary and enlightened progress, which is both environmentally and economically sound. In light of the foregoing discussion, and when balancing these interests, the Board finds and concludes that these considerations and benefits are deemed to be substantial, that the proposed Project will not cause a significant or unavoidable environmental impact, and that the proposed Project should be approved.

The Board finds and concludes that there are No Environmental Impacts That Cannot Be Avoided and there are no irreversible impacts; therefore, a Statement of Overriding Considerations is not

necessary. The proposed Project's merits and objectives are discussed in the Project Description and are found to be consistent with the intent of Tulare County 2030 General Plan.

The EIR is available at Tulare County Resource Management Agency at 5961 South Mooney Boulevard, Visalia, California 93277 (Telephone No. (559) 624-7000). The custodian for these documents and other materials is Mr. Hector Guerra, Chief Environmental Planner, Environmental Planning Division.

# Attachment C

## Notice of Determination

## NOTICE OF DETERMINATION

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

☐ Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

**Lead Agency:** Tulare County Resource Management Agency  
5961 South Mooney Blvd.  
Visalia, CA 93277 (559) 624-7000  
Attn: [hguerra@tularecounty.ca.gov](mailto:hguerra@tularecounty.ca.gov)  
[jwillis@tularecounty.ca.gov](mailto:jwillis@tularecounty.ca.gov)

DATE RECEIVED FOR FILING AT TULARE COUNTY CLERK'S OFFICE

**Applicant(s):** Ineffable Hospitality, Inc.  
6473 E. Hatch Rd.  
Hughson, CA 95326 (209) 735-0400

**Subject:** **Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code**

**Project Title:** Three Rivers-Hampton Inn & Suites

**State Clearinghouse Number:** 2020110016

**Contact Person:** Hector Guerra

**Telephone Number:** 559-624-7121

**Project Location:** The Project is located on Tulare County Assessor Parcel Number (APN) 068-080-010 along California State Route 198 immediately south of the existing Comfort Inn in Three Rivers, Tulare County, California. The approximately 2.80-acre is located within the Kaweah 7.5 Minute USGS Quadrangle and lies within Section 26, Township 17 South, Range 28 East, MDB&M.

**Project Description:** The proposed Project is a 3-story hotel and associated site improvements are being proposed on the existing parcel with one access/egress point from SR 198. A driveway road is proposed from SR 198/Sierra Drive through the vacant west of the subject property. This driveway will be situated within an existing 30-foot wide access easement. The hotel will consist of 105 guest rooms with an elevator, managers office, meeting room, in-house food preparation and breakfast area, and other typical hotel facilities (such as in-house and guest laundry, fitness center, various storage closets, etc.) and outdoor swimming pool/cabana building. The proposed Project includes 108 standard parking stalls (6 of which will be handicap accessible stalls). Utilities include a septic tank with filter and dripline system and new domestic well, and storm drainage will be retained on-site (with an option for biofiltration).

This is to advise that the **TULARE COUNTY BOARD OF SUPERVISORS**, as ☒ Lead Agency ☐ Responsible Agency, has approved the above-described project on \_\_\_\_\_ and has made the following determinations regarding the above-described project:

1. The project [☐ will ☒ will not] have a significant adverse impact on the environment.
2. ☒ A Final Environmental Impact Report; ☐ Mitigated Negative Declaration; or ☐ Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures [☒ were ☐ were not] made a condition of approval of this project.
4. A Mitigation Monitoring and Reporting Plan [☒ was ☐ was not] adopted for this project.
5. A Statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provision of CEQA.

This is to certify that the environmental document and record of project approval is available to the General Public and may be examined at: Tulare County Resource Management Agency, 5961 S Mooney Blvd., Visalia CA 93277.

By: \_\_\_\_\_ Date: \_\_\_\_\_ Title: Chief Environmental Planner  
Hector Guerra

By: \_\_\_\_\_ Date: \_\_\_\_\_ Title: Environmental Assessment Officer &  
Reed Schenke RMA Director

☒ Signed by Lead Agency

☐ Signed by Applicant

☒ Dept. of Fish & Wildlife Fees Required

☒ EIR

☐ MND

☐ ND

Date received for filing at OPR: \_\_\_\_\_

Cc: California. Dept. of Fish & Game, 1416 Ninth St., 12<sup>th</sup> Floor, Sacramento, CA 95814

Note: Authority cited: Section 21083, Public Resource Code; Reference: Sections 21108, 21152 and 21167, Public Resource Code.