

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Adam Peck



VICE CHAIRPERSON:

Brett Taylor

COMMISSIONERS: Adam Peck, Brett Taylor, Liz Wynn, Marvin Hansen, Chris Gomez

MONDAY, JANUARY 23, 2017; 7:00 P.M., COUNCIL CHAMBERS, 707 W. ACEQUIA, VISALIA CA

1. THE PLEDGE OF ALLEGIANCE –
2. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. The Commission requests that a 5-minute time limit be observed for comments. Please begin your comments by stating and spelling your name and providing your street name and city. Please note that issues raised under Citizen's Comments are informational only and the Commission will not take action at this time.
3. CHANGES OR COMMENTS TO THE AGENDA–
4. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.
 - No Items on the Consent Calendar.
5. PUBLIC HEARING – Andy Chamberlain
Conditional Use Permit No. 2016-32: A request by the Kaweah Delta Health Care District to allow a 13,495 sq. ft. expansion of the Emergency Department, adding 24 treatment rooms and related facilities, in the CDT (Commercial Downtown) zone. The project is located at 400 W. Mineral King (APN: 094-311-016, 017). The applicant, Kaweah Delta Health Care District, acting as Lead Agency prepared and circulated a Negative Declaration for the Emergency Department expansion consistent with the California Environmental Quality Act (CEQA). On September 26, 2016, the Board of Directors of the Kaweah Delta Health Care District certified the Mitigated Negative Declaration for the Emergency Services Expansion Project, Board Resolution No. 1926.
6. PUBLIC HEARING – Andy Chamberlain
Conditional Use Permit No. 2016-30: A request by the Road Church to allow an 884 sq. ft. accessory building, a 2,250 sq. ft. fenced play area, a parking lot reconfiguration, and modifications to the sanctuary, in the R-1-6 (Low Density Residential) zone. The project is located at 1021 S. Burke Street (APN: 097-094-050) The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15305, Categorical Exemption No. 2016-65
7. DIRECTOR'S REPORT/ PLANNING COMMISSION DISCUSSION-

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

For the hearing impaired, if signing is desired, please call (559) 713-4359 twenty-four (24) hours in advance of the scheduled meeting time to request these services. For the visually impaired, if enlarged print or Braille copy is desired, please call (559) 713-4359 for this assistance in advance of the meeting and such services will be provided as soon as possible following the meeting.

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, FEBRUARY 2, 2017 BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe, Visalia, CA 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, FEBRUARY 13, 2017



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: January 23, 2017

PROJECT PLANNER: Andrew Chamberlain, Senior Planner
Phone No. (559)713-4003

SUBJECT: Conditional Use Permit No. 2016-32: is a request by the Kaweah Delta Health Care District to allow a 13,495 sq. ft. expansion of the Emergency Department, adding 24 treatment rooms and related facilities, in the CDT (Commercial Downtown) zone. The project is located at 400 W. Mineral King (APN: 094-311-016, 017).

STAFF RECOMMENDATION

Staff recommends approval of Resolution No. 2016-62 for Conditional Use Permit No. 2016-32 based on the findings, and consistency with the General Plan and Zoning Ordinance.

RECOMMENDED MOTION

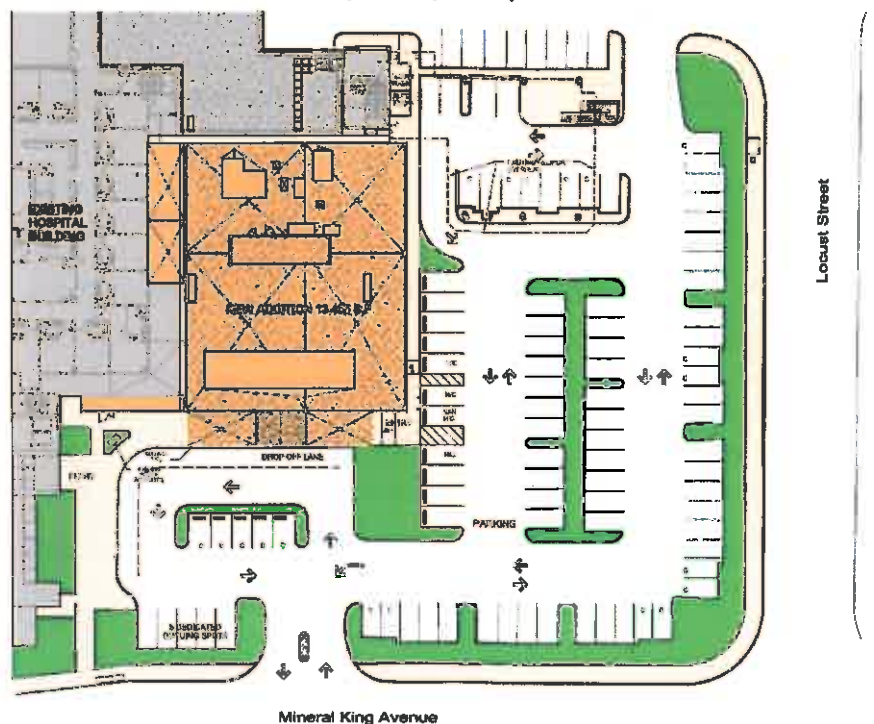
I move to adopt Resolution No. 2016-62, approving Conditional Use Permit No. 2016-32.

PROJECT DESCRIPTION

This request is to allow a 13,495 sq. ft. expansion of the Emergency Department as shown in Exhibit "A". The current Emergency Department consists of 33 treatment rooms, this proposed addition would add 24 new treatment rooms, a new entrance and a larger waiting room as shown in the Exhibit "B" floor plan. The addition would be one story and occupy a portion of the site now utilized as parking. Twelve stalls would be removed to accommodate the expansion. The parking and circulation would be modified as shown in Exhibit "A", still allowing two access points to the main parking area. The existing main entrance on Mineral King Avenue would remain, with minor modifications to the pick-up/drop-off area in front.

The Operational Statement in Exhibit "C" provides additional details for the proposed expansion and corresponding hospital operations. The project would be phased to ensure continuous operation of the Emergency Department and minimize impacts to on-site parking and normal operations.

In 2011, the hospital was designated a Level Three Trauma Center for Tulare/Kings Counties. The expansion of the emergency facilities is an essential component for the hospital's acute care and emergency service operations.



BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Downtown and PA Office
Zoning:	P-A & CDT (Professional/Administrative Office & Commercial Downtown)
Surrounding Zoning and Land Use:	North: CDT – Commercial / Office South: State Highway 198 East: CDT – Commercial / Office West: P-A – Commercial / Office
Special District	Design District “D”
Site Plan:	2016-041
Environmental Document	MND, ED Expansion (KDHCD – Lead Agency)

RELATED PLANS & POLICIES

The proposed project is consistent with the Kaweah Delta Health Care District Master Plan, which identified the need for an Emergency Department expansion.

RELATED PROJECTS

Conditional Use Permit No. 2012-05: was approved by the Planning Commission on March 12, 2012, to allow a helipad pad addition to the hospital campus.

PROJECT EVALUATION

Staff recommends approval of Conditional Use Permit No. 2016-32 based upon the project’s consistency with the General Plan, Zoning Ordinance, Kaweah Delta Health Care District Master Plan, and specifically the unique mission of the Hospital Campus in the region. The expansion of emergency medical services is of regional importance.

Land Use Compatibility

The project site is in the PA (Professional Administrative Office) zone, which allows for public and private hospitals through the conditional use permit process. Staff recommends approval of this use permit based upon the City’s increasing need for hospital emergency facilities and services. Staff finds the proposed emergency facility expansion as described in the Operational Statement to be a comprehensive plan with specific consideration for maintaining ongoing emergency services and hospital operations within the scope of an existing facility.

Hospital Facilities and Operations

The proposed expansion would not alter or significantly increase the existing hospital complex. The expansion is in response to increased demand, which is being absorbed into the existing facility resulting in overcrowding and the potential for delays in critical services. The increase in demand is illustrated by the current “triage” tent set up under the canopy in the parking lot.



Parking

The City and Hospital have been working on a comprehensive accounting and balancing of the parking for the entire hospital campus. This Emergency Department expansion and the demolition of other buildings on the campus balance the parking demand with the provided parking. The increase in parking demand anticipated by the proposed emergency department expansion was proactively addressed by the construction of a 57 stall parking lot on Willow Street east of Willis Street. Subsequent to construction of this expansion, the hospital complex will be considered to be at a “net balance” of zero parking stalls, which means that all future expansions will require the provision of associated parking stalls. Thus, there are no additional parking stalls required as part of this specific expansion.



Project Phasing

The project phasing consists of Phase One constructing the primary building addition, with the subsequent Phases 2 through 5 completing minor interior building projects and the parking lot improvements. These activities may be segmented into several building permits.

Special Resolution

Resolution No. 2016-62 has been prepared with extra citations, which identify that Kaweah Delta Health Care District acted as the Lead Agency for the environmental document wherein the Planning Commission is accepting the hospital preparation and certification of the Mitigated Negative Declaration for the Emergency Department expansion.

Environmental Review

The applicant, Kaweah Delta Health Care District, acting as Lead Agency prepared and circulated a Negative Declaration for the Emergency Department expansion consistent with the California Environmental Quality Act (CEQA). Based upon this action by the hospital, subject to CEQA Section 15096, the City of Visalia is the Lead Agency for the approval of Conditional Use Permit No. 2016-32, and is the Responsible Agency for the acceptance of the negative declaration prepared and certified by the hospital.

On September 26, 2016, the Board of Directors of the Kaweah Delta Health Care District certified the Mitigated Negative Declaration for the Emergency Services Expansion Project,

Board Resolution No. 1926, Exhibit "G". The Planning Commission, is not certifying the mitigated negative declaration, they are accepting the preparation and certification by Kaweah Delta Health Care District as a part of the conditional use permit resolution.

Mitigation Measures – The environmental document includes three mitigation measures, shown in Exhibit "F". The mitigation measures center on watching for and appropriately dealing with any archeological evidence of human remains or grave goods, which may be exposed during construction activities. No other mitigation measures were identified with the proposed project.

RECOMMENDED FINDINGS

Staff recommends that the Planning Commission approve the request based upon the findings. The unique role of the hospital in the community and region as the major medical provider of emergency and related services warrants the proposed expansion of the Emergency Department.

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the unique role of the Kaweah Delta District Hospital in the community and region as the major medical provider of emergency and related services warrants the expansion of the Emergency Department.
4. That the proposed expansion of the Emergency Department is consistent with the Kaweah Delta Health Care District Master Plan, and the Hospital designation as a Level Three Trauma Center for Tulare and Kings Counties.
5. That the applicant, Kaweah Delta Health Care District, acting as its own Lead Agency has prepared, circulated, and certified (September 26, 2016 – Resolution No. 1926) Mitigated Negative Declaration for the expansion of the Emergency Department consistent with the implementation of the California Environmental Quality Act (CEQA).
6. The City of Visalia Planning Commission does accept the Mitigated Negative Declaration as prepared, circulated and certified by Kaweah Delta Health Care District.

RECOMMENDED CONDITIONS OF APPROVAL

1. That the site be developed consistent with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan No. 2016-041.

2. That the project be developed in substantial compliance with the site plan shown in Exhibit "A", and elevations in Exhibit "D".
3. That the facility operates consistent with the operational statement in Exhibit "C".
4. That landscape and irrigation plans be submitted with the building permit.
5. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2016-32.
6. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 N. Santa Fe Street, Visalia, CA 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.ci.visalia.ca.us or from the City Clerk.

Attachments:

Resolution No. 2016-62

Exhibit "A" – Site Plan

Exhibit "B" – Floor Plan

Exhibit "C" – Operational Statement

Exhibit "D" – Elevations

Exhibit "E" – Aerial View

Exhibit "F" – Mitigation Measures

Exhibit "G" – Kaweah Delta Health Care District Resolution

Attachment – Mitigated Negative Declaration for proposed ED Expansion

Site Plan Review No. 2016-041

General Land Use Plan Map

Zoning Map

Aerial Map

Location Sketch

RELATED PLANS AND POLICIES

General Plan and Zoning: The following General Plan and Zoning Ordinance policies apply to the proposed project:

ZONING ORDINANCE

Chapter 17.38 CONDITIONAL USE PERMITS

17.38.010 Purposes and powers.

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

17.38.030 Lapse of conditional use permit.

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

17.38.040 Revocation.

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

17.38.050 New application.

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

17.38.060 Conditional use permit to run with the land.

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

17.38.080 Public hearing--Notice.

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

B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within

three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report.

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

17.38.100 Public hearing--Procedure.

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

17.38.110 Action by planning commission.

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

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

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

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

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

17.38.120 Appeal to city council.

A. Within five working days following the date of a decision of the city planning commission on a conditional use permit application, the decision may be appealed to the city council by the applicant or any other interested party. An appeal shall be made on a form prescribed by the commission and shall be filed with the city clerk. The appeal shall state specifically wherein it is claimed there was an error or abuse of discretion by the commission or wherein its decision is not supported by the evidence in the record.

B. The city clerk shall give ten calendar days notice to the applicant, the appellant (if the applicant is not the appellant) and property owners within three hundred (300) feet of the proposed location as to the time and date when the appeal will be considered by the city council. (Prior code § 7537)

17.38.130 Action by city council.

The city council shall hold a public hearing to consider the appeal no less than ten or more than forty-five (45) calendar days following receipt of the appeal. The city council may affirm, reverse or modify a decision granting a conditional use permit. The council shall, on the basis of the record transmitted by the city planning commission and such additional evidence as may be submitted, make the findings prerequisite to the granting of a conditional use permit prescribed in Section 17.38.110. If substantial new information is received prior to the close of the public hearing before the city council, the matter shall be forwarded back to the planning commission for reconsideration and action. (Prior code § 7538)

17.38.140 Effective date of conditional use permit.

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

RESOLUTION NO. 2016-62

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2016-32, A REQUEST BY THE KAWEAH DELTA HEALTH CARE DISTRICT TO ALLOW A 13,495 SQ. FT. EXPANSION OF THE EMERGENCY DEPARTMENT, ADDING 24 TREATMENT ROOMS AND RELATED FACILITIES, IN THE CDT (COMMERCIAL DOWNTOWN) ZONE. THE PROJECT IS LOCATED AT 400 W. MINERAL KING (APN: 094-311-016, 017).

WHEREAS, Conditional Use Permit No. 2016-32: is a request by the Kaweah Delta Health Care District to allow a 13,495 sq. ft. expansion of the Emergency Department, adding 24 treatment rooms and related facilities, in the CDT (Commercial Downtown) zone. The project is located at 400 W. Mineral King (APN: 094-311-016, 017); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on January 23, 2017; and

WHEREAS, the Planning Commission of the City of Visalia finds Conditional Use Permit No. 2016-32, as conditioned by staff, to be in accordance with Section 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, the Kaweah Delta Health Care District, as the Lead Agency as defined under the California Environmental Quality Act (CEQA); California Public Resources Code Sections 21000 et seq. and the California code of Regulations Sections 15000 et seq., and CEQA Guidelines, prepared the Mitigated Negative Declaration for the expansion of the Emergency Department for the Board of Directors of the Kaweah Delta Health Care District and certified said document on September 26, 2016 – Resolution No. 1926; and

WHEREAS, Kaweah Delta Health Care District has identified the need for the proposed expansion to the Emergency Department; and

WHEREAS, the Planning Commission is required under California Public Utilities Code Section 21661.5, to approve the helipad before the California Department of Transportation, Division of Aeronautics, will consider approval of a permit for the helipad; and

WHEREAS, the Planning Commission is a responsible agency as defined by CEQA guidelines Section 15381 and the Planning Commission through the Planning Department has complied with requirements for a responsible agency as set forth in CEQA Guidelines Section 15096; and be it

RESOLVED, that the Planning Commission hereby accepts the preparation and certification by Kaweah Delta Health Care District Mitigated Negative Declaration for the expansion of the Emergency Department in compliance with the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., California Administrative Code Sections 15000 et seq., and CEQA Guidelines; and be it

FURTHER RESOLVED, that the Planning Commission hereby approves Kaweah Delta Health Care District's plan to expand the Emergency Department as presented in Conditional Use Permit No. 2016-32; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia approves the conditional use permit, and makes the following findings based on the evidence presented:

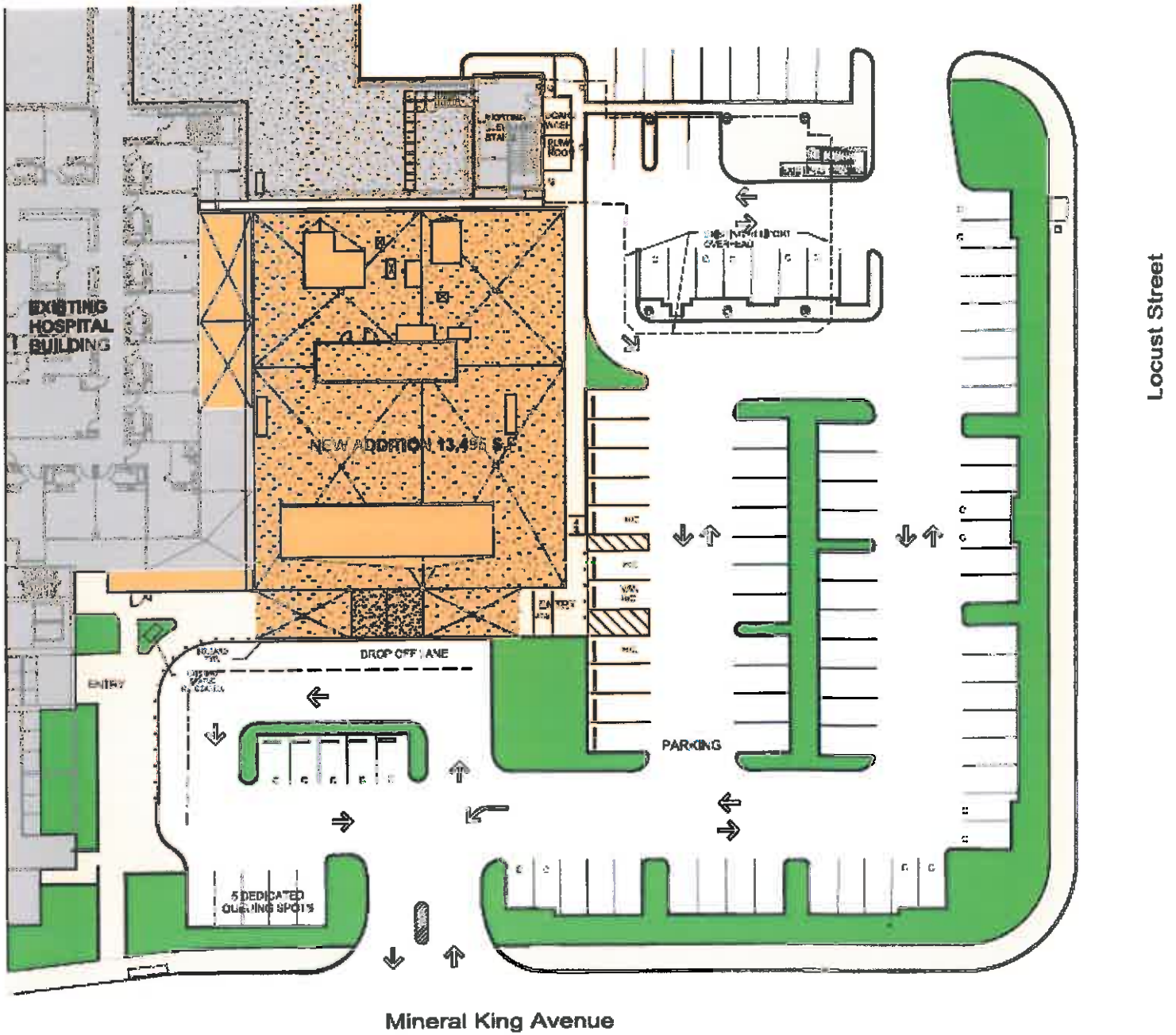
1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the unique role of the Kaweah Delta District Hospital in the community and region as the major medical provider of emergency and related services warrants the expansion of the Emergency Department.
4. That the proposed expansion of the Emergency Department is consistent with the Kaweah Delta Health Care District Master Plan, and the Hospital designation as a Level Three Trauma Center for Tulare and Kings Counties.
5. That the applicant, Kaweah Delta Health Care District, acting as its own Lead Agency has prepared, circulated, and certified (September 26, 2016 – Resolution No. 1926) Mitigated Negative Declaration for the expansion of the Emergency Department consistent with the Implementation of the California Environmental Quality Act (CEQA).
6. The City of Visalia Planning Commission does accept the Mitigated Negative Declaration as prepared, circulated and certified by Kaweah Delta Health Care District.

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

1. That the site be developed consistent with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan No. 2016-041.
2. That the project be developed in substantial compliance with the site plan shown in Exhibit "A", and elevations in Exhibit "D".
3. That the facility operates consistent with the operational statement in Exhibit "C".
4. That landscape and irrigation plans be submitted with the building permit.
5. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2016-32.
6. That all other federal, state and city codes, ordinances and laws be met.

Exhibit "A"

Site Plan





November 16, 2016

Memo to : City of Visalia Planning Commission

From : Julieta Moncada, Facilities Planning Director

Re: Operational Statement for the Kaweah Delta Medical Center Emergency Dept Addition (Conditional Use Permit Application)

The Kaweah Delta Medical Center Emergency Department (ED) currently has 33 treatment rooms, eight of which are designated as trauma rooms. These treatment areas have become extremely inadequate to accommodate the increasing volume of emergency visits to Kaweah Delta, which often means many of our patients are boarded in the ED hallways while receiving medical attention. In 2015, the ED had 96,000 emergency visits (roughly 260 visits a day). Current projections indicate that our annual volume will reach up to 130,000 emergency visits by the year 2024.

The purpose of this project is to increase the capacity of the ED by adding a new one-story building which includes 24 treatment rooms, a new ED entrance and a larger waiting room, and ancillary services. At the same time, in a separate project, a shelled space in the existing ED will be infilled with 9 treatment rooms and 8 fast-track treatment bays. While the Infill is a separate project and not in the scope of this conditional use permit application, we include this information in order to clarify the overall capacity of the expanded ED when both projects are completed. Together, the New Addition and the Infill will bring our ED capacity to 66 treatment rooms and 8 fast track bays. Thus:

Existing ED	New Addition	Infill of Existing Shell (separate project)	Expanded ED Capacity
33 treatment rooms	24 treatment rooms	9 treatment rooms	66 treatment rooms
		8 fast-track bays	8 fast-track bays

The expanded Emergency Dept will operate 7 days a week, 24 hours a day. For the New Addition, we anticipate to add 43 staff for each 12-hour shift. Each shift will consist of at least 11 nurses, 6 physicians, 3 medical students, 3 scribes, and miscellaneous ancillary support staff. For the Infill, we anticipate to add 18 staff for each 12-hour shift.

Exhibit "C"

The New Addition will be attached to the existing Emergency Dept at Locust and Mineral King Ave. It will consist of 13,495 sq. ft. of ground floor with a 584 sq. ft. mechanical area on the roof. It will also include a remodel of about 2,000 sq. ft. of existing space where the New Addition connects to the existing building. The project includes modifications to the existing parking lot in order to suit the new ED access points from Locust Street and Mineral King Ave. Meanwhile, the existing ambulance access points from Acequia Street are unaffected by this project and will remain as-is. The helicopter access will also remain unaffected for most of the construction; but helipad operations will need to be suspended during installation of structural steel that requires the use of construction cranes. Alternate routes and methods of emergency transport will be implemented, as necessary.

Construction Phasing

The estimated construction timeframe is 20 months, starting in July 2017 and completed by March 2019. The phasing sequence for this project is designed so that, during construction, we are able to maintain 24/7 operations of the existing Emergency Dept. Construction will be done in five (5) phases – Phase 1 being the longest at 13 months, after which the new building will be essentially completed. Phases 2 thru 5 will include the parking lot modifications, which will be sequenced in such a manner as to provide available parking and maintain access from Locust Street or Mineral King Ave. Please refer to the enclosed phasing plans.

Parking Accommodations during Construction

The Hospital will continue to implement, and enhance as necessary, its current free valet parking services to mitigate the reduction in parking spaces for ED visitors during construction. Our valet parking uses the District-owned parking lot on Locust and Olive, which has a capacity for up to 75 vehicles. Currently, the service is available 9:00 am – 6:00pm on weekdays and 11:00 am – 7:00 pm on Saturdays. It may be necessary to expand this availability based on how demand will change during construction. Other parking options that will remain available are the free 3-hour and all-day parking spaces at the parking garage on Locust Street.

New Building Parking Requirements

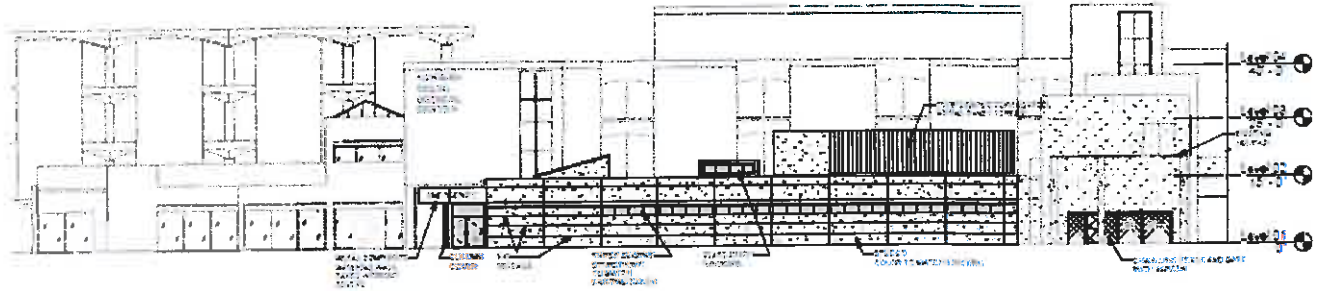
To fulfill the parking requirements for the New Addition, the District demolished two idle buildings on Floral/Acequia Street and constructed a 57-space parking lot. The demolished structures had a combined building area of 12,140 sq. ft. Based on the District's previous discussions with the City Planning Dept, it is our understanding that the addition of the 57-space parking lot fulfills the City's parking requirements for this new building.

Thank you.

Exhibit "D"



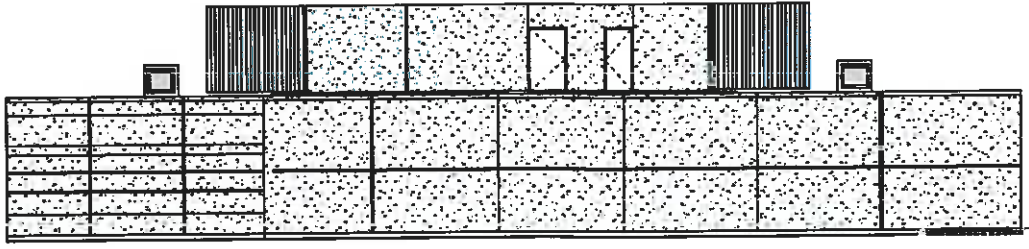
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION

Exhibit "D"

Exhibit "E"



Exhibit "E"

Exhibit "F"

Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

Mitigation Measure #3.5-1: The District shall incorporate into the construction contract(s) for the Project a provision that if a potentially significant historical or archaeological resource is encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under CEQA, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City shall implement said measures.

Mitigation Measure #3.5-2: If ground-disturbing activities uncover previously unknown human remains, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:

There shall be no further excavation or disturbance of the area where the human remains were found until the City Coroner is contacted. Duly authorized representatives of the Coroner shall be permitted onto the Project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Section 27460, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to re-commence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the Coroner determines the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD 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 PRC Section 5097.98.

Mitigation Measure #3.5-3: The District shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 50 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate City representative, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

Exhibit "F"

Exhibit "G"

RESOLUTION 1926

A RESOLUTION OF THE KAWEAH DELTA HEALTH CARE DISTRICT BOARD OF TRUSTEES APPROVING AND ADOPTING THE NEGATIVE DECLARATION FOR THE KAWEAH DELTA EMERGENCY DEPARTMENT EXPANSION

STATEMENT OF FACT:

WHEREAS, the Kaweah Delta Health Care District (the "District"), as the Lead Agency, has prepared a Negative Declaration on the proposed Kaweah Delta Emergency Department Expansion (the "Project") pursuant to the California Environmental Quality Act (*Public Resources Code Section 21000 et seq.*, hereinafter referred to as "CEQA"), the Guidelines for Implementation of the California Environmental Quality Act (*Title 14 California Code of Regulations, Section 15000 et seq.*, hereinafter referred to as the "State CEQA Guidelines") and procedures adopted by the District relating to environmental evaluation.

WHEREAS, the District transmitted for filing, a Notice of Completion of the Negative Declaration, in accordance with CEQA and the State CEQA Guidelines, to the State Clearinghouse for distribution to those state agencies which have discretionary approval or jurisdiction by law over any natural resources that may be affected by the Project, and to other interested persons and agencies, and sought the comments of such persons and agencies.

WHEREAS, a Notice of Availability was mailed to all interested persons and agencies inviting comments on the Negative Declaration in accordance with the provisions of CEQA and the State CEQA Guidelines.

Now, therefore, be it resolved by the Kaweah Delta Health Care District Board of Trustees that:

Section 1. Recitals. The above recitals are true and correct.

Section 2. Certification. The District hereby certifies that the Negative Declaration for the Project is complete and adequate and has been completed in compliance with CEQA, the State CEQA Guidelines, and local procedures adopted by the District pursuant thereto.

Section 3. Prior Review. The District has reviewed and considered the information contained in the Negative Declaration prior to adopting this resolution.

Section 4. Independent Judgment. The District hereby finds the Negative Declaration reflects the independent judgment of the District.

Exhibit "G"

Section 5. Filing Notice of Determination. Upon approval and adoption of the Project by the Kaweah Delta Health Care District Board of Trustees, a Notice of Determination will be filed with the County Clerk of the County of Tulare pursuant to the provisions of *Section 21152* of CEQA and *Section 15094* of the State CEQA Guidelines, along with a copy of the Certificate of Fee Exemption as required pursuant to *Title 14, California Code of Regulations, Section 753.5(c)*. A Notice of Determination will also be filed with the State Clearinghouse.

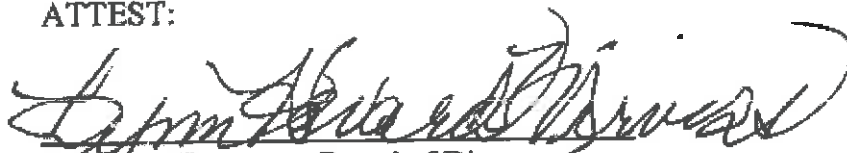
Section 6. Availability of Documents. The Negative Declaration will be on file with the District at the District office located at 400 West Mineral King, Visalia, California 93291.

PASSED, APPROVED and ADOPTED this 26th day of September 2016, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:


 President, Board of Directors
 Kaweah Delta Health Care District

ATTEST:


 Secretary/Treasurer, Board of Directors
 Kaweah Delta Health Care District

SITE PLAN REVIEW COMMENTS



MEETING DATE March 16, 2016
SITE PLAN NO. 16-041
PARCEL MAP NO.
SUBDIVISION
LOT LINE ADJUSTMENT NO.

Enclosed for your review are the comments and decisions of the Site Plan Review committee. Please review all comments since they may impact your project.

RESUBMIT Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

During site plan design/policy concerns were identified, schedule a meeting with
 Planning Engineering prior to resubmittal plans for Site Plan Review.

Solid Waste Parks and Recreation Fire Dept.

REVISE AND PROCEED (see below)

A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.

Submit plans for a building permit between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday.

Your plans must be reviewed by:

CITY COUNCIL

REDEVELOPMENT

PLANNING COMMISSION

PARK/RECREATION

CUP

HISTORIC PRESERVATION

Other

ADDITIONAL COMMENTS :

If you have any questions or comments, please call Jason Huckleberry at (559) 713-4259.

Site Plan Review Committee



RECYCLED PAPER

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4500

ITEM NO: 2

DATE: March 10, 2019

SITE PLAN NO: SPR16041
PROJECT TITLE: KAWEAH DELTA HEALTH CARE DISTRICT
DESCRIPTION: EXPANSION OF HOSPITAL'S EMERGENCY SERVICE FACILITIES (PA) (X/AE) (D)
APPLICANT: MONCADA JULIETA
PROP OWNER: KAWEAH DELTA HOSPITAL DISTRICT
LOCATION: 400 W MINERAL KING AVE
APN(S): 094-311-016

COMMERCIAL BIN SERVICE

- No comments.
- Same comments as as
- Revisions required prior to submitting final plans. See comments below.
- Resubmittal required. See comments below.
- Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers.
- ALL refuse enclosures must be R-3 or R-4
- Customer must provide combination or keys for access to locked gates/bins
- Type of refuse service not indicated.
- Location of bin enclosure not acceptable. See comments below.
- Bin enclosure not to city standards double.
- Inadequate number of bins to provide sufficient service. See comments below.
- Drive approach too narrow for refuse trucks access. See comments below.
- Area not adequate for allowing refuse truck turning radius of :
Commercial (X) 50 ft. outside 36 ft. inside; Residential () 35 ft. outside, 20 ft. inside.
- Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- Bin enclosure gates are required
- Hammerhead turnaround must be built per city standards.
- Cul - de - sac must be built per city standards.
- Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- Area in front of refuse enclosure must be marked off indicating no parking
- Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS)
- Customer will be required to roll container out to curb for service.
- Must be a concrete slab in front of enclosure as per city standards

The width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.

Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.

Bin enclosure gates must open 180 degrees and also hinges must be mounted in front of post
see page 2 for instructions

EXISTING REFUSE SERVICE OK.

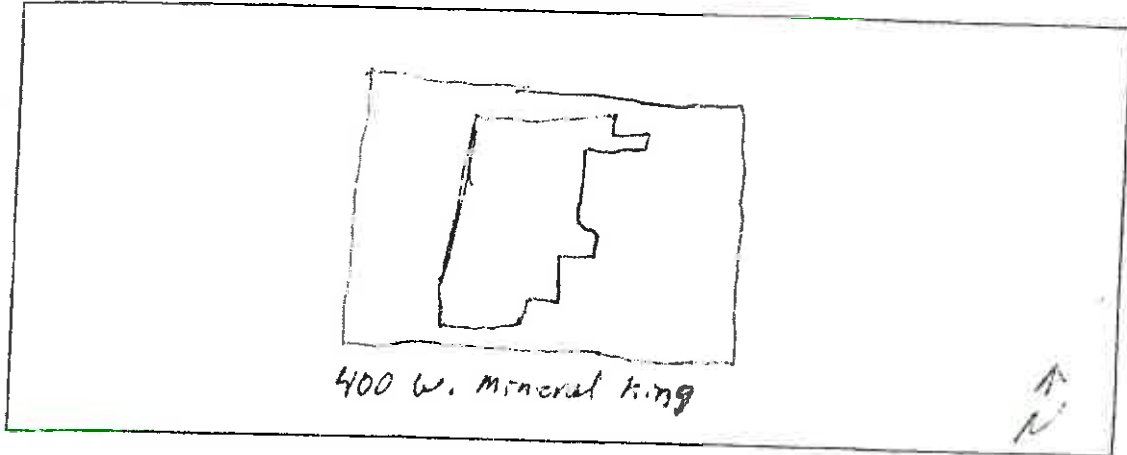
Javier Hernandez, Solid Waste Front Load Supervisor 713-4338

City of Visalia
Parks and Urban Forestry
336 N. Ben Maddox Way
Visalia, CA 93292

Date: 3-11-16

Site Plan Review # 16041

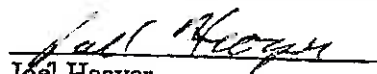
SITE PLAN REVIEW COMMENTS



COMMENTS: See Below None

- Please plot and protect all Valley Oak Trees.
- Landscape along parkway to be planted by developer and maintained by a maintenance district.
- All drainage from curb and gutter along streets to be connected to storm drain system.
- All trees planted in street right-of-way to be approved by the Public Works Superintendent of Parks.
- Tie-ins to existing infrastructure may require a bore. Check with the Public Works Department prior to any street cut.

Other Comments: _____


Joel Hooyer
Parks and Urban Forestry Supervisor
559 713-4295 Fax 559 713-4818

Email: jhooyer@ci.visalia.ca.us

SITE PLAN REVIEW COMMENTS

TRANSIT DIVISION

ITEM NO. 2 DATE: March 15, 2016

SITE PLAN NO.: SPR16041
PROJECT TITLE: KAWEAH DELTA HEALTH CARE DISTRICT
DESCRIPTION: EXPANSION OF HOSPITAL'S EMERGENCY SERVICE
FACILITIES (PA) (X/AE) (D)
APPLICANT: MONCADA JULIETA
PROP. OWNER: KAWEAH DELTA HOSPITAL DISTRICT
LOCATION: 400 W MINERAL KING AVE
APN: 094-311-016

NOTES

Please be advised that a new bus stop will need to be installed in accordance with the City of Visalia bus stop standards at the following location:

- ◆ On the south side of Mineral King Ave, approximately 0' to 100' west of the new proposed hybrid safety walk.
- ◆ Should the proposed hybrid safety walk not be approved, install bus stop on the south side of Mineral King Ave, approximately 0' to 100' west of the proposed entrance.

This bus stop will require a sidewalk pad of 10'x 8' for ADA accessibility in agreement with the Americans with Disabilities Act of 1990.

For more information, please contact the Transit Division at 713-4100.



Monty A. Cox
Transit Manager

**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

Jason Huckleberry 713-4259
 Adrian Rubalcaba 713-4271

ITEM NO: 2 DATE: MARCH 16, 2016

SITE PLAN NO.: 16-041
PROJECT TITLE: KAWEAH DELTA HEALTH CARE DISTRICT
DESCRIPTION: EXPANSION OF HOSPITAL'S EMERGENCY
SERVICE FACILITIES (PA) (X/AE) (D)

APPLICANT: MONCADA JULIETA
PROP OWNER: KAWEAH DELTA HOSPITAL DISTRICT
LOCATION: 400 W MINERAL KING AVE
APN: 094-311-016

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with _____ radius; **SEE ADDL COMMENTS**
- Install curb; gutter **ONSITE AS NECESSARY**
- Drive approach size: Use radius return; **SEE ADDL COMMENTS**
- Sidewalk: _____ width; _____ parkway width at _____
- Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- Right-of-way dedication required. A title report is required for verification of ownership.
- Deed required prior to issuing building permit;
- City Encroachment Permit Required. **FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY**
Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.
- CalTrans Encroachment Permit required. CalTrans comments required prior to issuing building permit.
Contacts: David Deel (Planning) 488-4088; **ALL WORK ON LOCUST AND MINERAL KING**
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: _____ : _____ maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.
- Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = .020%, V-gutter = 0.25%)
- Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
- Traffic indexes per city standards:

- Install street striping as required by the City Engineer.
- Install landscape curbing (typical at parking lot planters).
- Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
- Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
- Provide "R" value tests: each at
- Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- Access required on ditch bank, 15' minimum Provide wide riparian dedication from top of bank.
- Show Oak trees with drip lines and adjacent grade elevations. Protect Oak trees during construction in accordance with City requirements.
- A permit is required to remove oak trees. Contact Joel Hooyer at 713-4295 for an Oak tree evaluation or permit to remove. A pre-construction conference is required.
- Relocate existing utility poles and/or facilities.
- Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- Subject to existing Reimbursement Agreement to reimburse prior developer:
- Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
- If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
- If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.
- Comply with prior comments. Resubmit with additional information. Redesign required.

Additional Comments:

- 1. Proposed new medical building addition will incur impact fees. Refer to page 3 for fee summary.***
- 2. A building permit is required for all proposed work onsite. Standard plan check and inspection fees will apply.***
- 3. The proposed pedestrian pathway through parking lot, running east and west, will need to be relocated. A suitable pathway from the building to the public sidewalk would be directed to the south on Mineral King.***
- 4. Proposed hybrid safety walks are within Caltrans jurisdiction, refer to further conditions from Caltrans.***
- 5. New development is subject to meet site accessibility per CA Building code. Improvements/modifications to existing public improvements such as sidewalks, drive approaches, and curb ramp returns are subject to compliance with current accessibility standards. Further coordinate with the Building Dept. and Caltrans conditions.***
- 6. Comply with City standard parking lot improvements.***
- 7. Site plan indicates a small island within the drive approach on Mineral King. The island prohibits adequate fire lane access per Fire Dept. comments. Revise accordingly.***

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 16-041
Date: 3/19/2016

Summary of applicable Development Impact Fees to be collected at the time of building permit:

(Preliminary estimate only! Final fees will be based on the development fee schedule in effect at the time of building permit issuance.)

(Fee Schedule Date:9/4/2015)
(Project type for fee rates:MEDICAL)

Existing uses may qualify for credits on Development Impact Fees.

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input type="checkbox"/> Groundwater Overdraft Mitigation Fee	
<input checked="" type="checkbox"/> Transportation Impact Fee	\$14,690/1000SF X 13,465 = \$197,800.85
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$744/BED X 24 = \$17,856
<input type="checkbox"/> Sewer Front Foot Fee	
<input type="checkbox"/> Storm Drain Acq/Dev Fee	
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input type="checkbox"/> Waterways Acquisition Fee	
<input type="checkbox"/> Public Safety Impact Fee: Police	
<input type="checkbox"/> Public Safety Impact Fee: Fire	
<input checked="" type="checkbox"/> Public Facility Impact Fee	\$571/1000SF X 13.465 = \$7,688.52
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

- 1.) No reimbursement shall be made except as provided in a written reimbursement agreement between the City and the developer entered into prior to commencement of construction of the subject facilities.
- 2.) Reimbursement is available for the development of arterial/collector streets as shown in the City's Circulation Element and funded in the City's transportation impact fee program. The developer will be reimbursed for construction costs and right of way dedications as outlined in Municipal Code Section 16.44. Reimbursement unit costs will be subject to those unit costs utilized as the basis for the transportation impact fee.
- 3.) Reimbursement is available for the construction of storm drain trunk lines and sanitary sewer trunk lines shown in the City's Storm Water Master Plan and Sanitary Sewer System Master Plan. The developer will be reimbursed for construction costs associated with the installation of these trunk lines.



Adrian Rubalcaba



Site Plan Review Comments For:

City of Visalia
Fire Department
707 W Acequia
Visalia, CA 93291
559-713-4261 office
559-713-4808 fax

ITEM NO: 2

DATE: ~~March 16, 2016~~

SITE PLAN NO:

SPR16041

PROJECT TITLE:

KAWEAH DELTA HEALTH CARE DISTRICT

DESCRIPTION:

EXPANSION OF HOSPITAL'S EMERGENCY SERVICE FACILITIES (PA) (X/AE) (D)
MONCADA JULIETA

APPLICANT:

KAWEAH DELTA HOSPITAL DISTRICT

PROP OWNER:

400 W MINERAL KING AVE

LOCATION:

094-311-016

APN(S):

The following comments are applicable when checked:

- The Site Plan Review comments are issued as general overview of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2013 California Fire Code (CFC), 2013 California Building Codes (CBC) and City of Visalia Municipal Codes.
- All fire detection, alarm, and extinguishing systems in existing buildings shall be maintained in an operative condition at all times and shall be replaced or repaired where defective. If building has been vacant for a significant amount of time, the fire detection, alarm, and or extinguishing systems may need to be evaluated by a licensed professional. *2013 CFC 901.6*
- No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire & life safety requirements including fire protection.
- More information is needed before a Site Plan Review can be conducted. Please submit plans with more detail. Please include information on

General:

- Address numbers must be placed on the exterior of the building in such a position as to be clearly and plainly visible from the street. Numbers will be at least four inches (4") high and shall be of a color to contrast with their background. If multiple addresses are served by a common driveway, the range of numbers shall be posted at the roadway/driveway. *2013 CFC 505.1*
- A Knox Box key lock system is required. Where access to or within a structure or an area is restricted because of secured openings (doors and/or gates) or for fire-fighting purposes, a key box is to be installed in an approved location. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.) *2013 CFC 506.1*
- All hardware on exit doors shall comply with Chapter 10 of the 2013 California Fire Code. This includes all locks, latches, bolt locks, and panic and fire exit hardware.
- Provide illuminated exit signs and emergency lighting through-out building. *2013 CFC 1011*
- When portion of the building are built upon a property line or in close proximity to another structure the exterior wall shall be constructed as to comply *2013 California Building Code Table 508.4 and Table 602.*

- Commercial dumpsters with 1.5 cubic yards or more shall not be stored or placed within 5 feet of combustible walls, openings, or a combustible roof eave line except when protected by a fire sprinkler system. *2013 CFC 304.3.3*
- If your business handles hazardous material in amounts that exceed the Maximum Allowable Quantities listed on *Table 5003.1.1(1), 5003.1.1(2), 5003.1.1(3) and 5003.1.1(4) of the 2013 California Fire Code*, you are required to submit an emergency response plan to the Tulare County Health Department. Also you shall indicate the quantities on your building plans and prior to the building final inspection a copy of your emergency response plan and Safety Data Sheets shall be submitted to the Visalia Fire Department.

Water Supply:

- Construction and demolition sites shall have an approved water supply for fire protection, either temporary or permanent, and shall be made available as soon as combustible material arrives on the site. *2013 CFC 3312*
- No additional fire hydrants are required for this project; however, additional fire hydrants may be required for any future development.
- There is/are fire hydrants required for this project. (See marked plans for fire hydrant locations.)
- Fire hydrant spacing shall comply with the following requirements:
 The exact location of fire hydrants and final decision as to the number of fire hydrants shall be at the discretion of the fire marshal, fire chief and/or their designee. *Visalia Municipal Code 16.36.120 & 16.36.120(8)*
 - Single-family residential developments shall be provided with fire hydrants every six hundred (600) lineal feet of residential frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Multi-family, zero lot line clearance, mobile home park or condominium developments shall be provided with fire hydrants every four hundred (400) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Multi-family or condominium developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every six (600) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Commercial or industrial developments shall be provided with fire hydrants every three hundred (300) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Commercial or industrial developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every five hundred (500) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- When any portion of a building is in excess of one hundred fifty (150) feet from a water supply on a public street there shall be provided on site fire hydrants and water mains capable of supplying the required fire flow. *Visalia Municipal Code 16.36.120(6)*

Emergency Access:

- A construction access road is required and shall be a minimum of 20 feet wide. The road shall be an all-weather driving surface accessible prior to and during construction. The access road shall be capable of holding 75,000 pound piece of fire apparatus, and shall provide access to within 100 feet of temporary or permanent fire department connections. *2013 CFC 3310*

- Buildings or portions of buildings or facilities with a vertical distance between the grade plans and the highest roof surface exceed 30 feet shall provide an approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Access routes shall be located within a minimum of 15 feet and maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. *2013 CFC D105*

- A fire apparatus access roads shall be provide and must comply with the CFC and extend to within 150 of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Minimum turning radius for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. *2013 CFC 503.1.1*

- Fire apparatus access roads in excess of 150 feet and dead end shall be provided with a turnaround. Length 151-500 feet shall be a minimum of 20 feet in width and have a 120 foot Hammerhead, 60-foot "Y" or 96-Foot diameter Cul-de-sac in accordance with Figure D103.1 of the 2013 CFC. Length 501-750 feet shall be 26 feet in width and have a 120 foot Hammerhead, 60-foot "Y" or 96-Foot diameter Cul-de-sac in accordance with Figure D103.1 of the 2013 CFC.

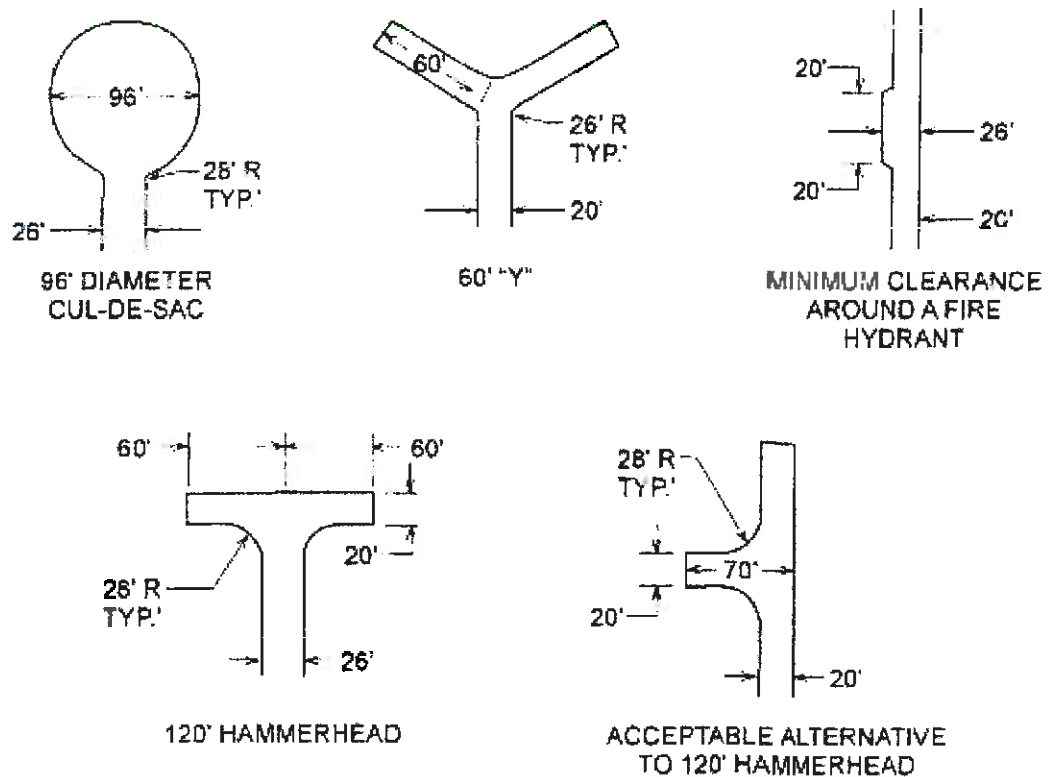


FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

- Gates on access roads shall be a minimum width of 20 feet and shall comply with the following:
2013 CFC D103.5
- Typical chain and lock shall be the type that can be cut with a common bolt cutter, or the developer may opt to provide a Knox Box key lock system.
 - Gates shall be of the swinging or sliding type.
 - Gates shall allow manual operation by one person. (power outages)
 - Gates shall be maintained in an operative condition at all times.
 - Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.)


- In any and all new One- or two-family dwellings residential developments regardless of the number of units, street width shall be a minimum of 36 feet from curb to curb to allow fire department access and to permit parking on both sides of the street. A minimum of 20 feet shall be provided for developments that don't allow parking on the streets. *2013 CFC D107.2*

Fire Protection Systems:

- An automatic fire sprinkler system will be required for this building. Also a fire hydrant is required within 50 feet of the Fire Department Connection (FDC). *2013 CFC 903 and Visalia Municipal Code 16.36.120(7)*
- Commercial cooking appliances and domestic cooking appliances used for commercial purposes that produces grease laden vapors shall be provided with a Type 1 Hood, in accordance with the California Mechanical Code, and an automatic fire extinguishing system. *2013 CFC 904.11 & 609.2*

Special Comments:

- SEE PLANS FOR EMERGENCY ACCESS.



Maribel Vasquez
Fire Inspector

City of Visalia
Building: Site Plan
Review Comments

EM NO: 3 DATE: March 16, 2016
SITE PLAN NO: SPR1604
PROJECT TITLE: KAWEAH DELTA HEALTH CARE DISTRICT
DESCRIPTION: EXPANSION OF HOSPITAL'S EMERGENCY SERVICE FACILITIES (PA) (X/AE) (D)
APPLICANT: MONCADA JULIETA
PROP OWNER: KAWEAH DELTA HOSPITAL DISTRICT
LOCATION: 400 W MINERAL KING AVE
APN(S): 094-311-076

NOTE: These are general comments and DO NOT constitute a complete plan check for your specific project. Please refer to the applicable California Codes & local ordinance for additional requirements.

- Business Tax Certification is required. *For information call (559) 713-4326*
- A building permit will be required. *For information call (559) 713-4444*
- Submit 4 sets of professionally prepared plans and 2 sets of calculations. (Small Tenant Improvements)
- Submit 4 sets of plans prepared by an architect or engineer. Must comply with 2013 California Building Code Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking, common area and public right of way must comply with requirements for access for persons with disabilities.
- Multi family units shall be accessible or adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required clearance from San Joaquin Valley Air Pollution Board. Prior to any demolition work
For information call (661) 392-5500
- Location of cashier must provide clear view of gas pump island
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-7400*
- Project is located in flood zone AE. Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$151.90) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.54 per square foot. Residential \$3.48 per square foot.
- Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments
- See previous comments dated: _____

Special comments: PLANS SHALL BE REVIEWED BY D.S.A.
DIVISION OF THE STATE ARCHITECT OFFICE

 Date: 3/11/16
Signature

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 16, 2016

ITEM NO: 2
SITE PLAN NO: SPR16041
PROJECT TITLE: KAWEAH DELTA HEALTH CARE DISTRICT
DESCRIPTION: EXPANSION OF HOSPITAL'S EMERGENCY SERVICE FACILITIES (PA) (X/AE) (D)
APPLICANT: MONCADA JULIETA
PROP. OWNER: KAWEAH DELTA HOSPITAL DISTRICT
LOCATION: 400 W MINERAL KING AVE
APN(S): 094-311-016

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

- No Comments
- See Previous Site Plan Comments
- Install Street Light(s) per City Standards.
- Install Street Name Blades at Locations.
- Install Stop Signs at Locations.
- Construct parking per City Standards PK-1 through PK-4.
- Construct drive approach per City Standards.
- Traffic Impact Analysis required.

Additional Comments:



Leslie Blair

SITE PLAN REVIEW COMMENTS

Paul Bernal, Planning Division (559) 713-4025

Date: March 16, 2016

SITE PLAN NO: 2016-041
PROJECT TITLE: KAWEAH DELTA HEALTH CARE DISTRICT
DESCRIPTION: EXPANSION OF HOSPITAL'S EMERGENCY SERVICE FACILITIES (PA)
(X/AE) (D)
APPLICANT: MONCADA JULIETA
PROP. OWNER: KAWEAH DELTA HOSPITAL DISTRICT
LOCATION TITLE: 400 W MINERAL KING AVE
APN TITLE: 094-311-016
GENERAL PLAN: Public Institutional
EXISTING ZONING: P-A – Professional / Administrative Office

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Conditional Use Permit
- Initial Study / Negative Declaration
- Parking Analysis
- Parking District "A"
- Building Permits
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: 03/16/2016

1. A Conditional Use Permit is required for the building addition / emergency room.
2. Provide a detailed narrative identifying how this new building addition will be utilized by the hospital. This narrative should state if the emergency room is increasing the existing floor area and by how much.
3. Provide elevations with the CUP application submittal.
4. When submitting the CUP application, provide a parking analysis on how Kaweah Delta Hospital is addressing the parking needs for the hospital. Identify all parking areas/structures that are used by hospital staff and general public.
5. Provide detailed information on the valet parking service. Identify the valet parking lot, and note the number of parking spaces dedicated to valet parking.
6. Provide detailed information on the mid-block pedestrian crosswalks on Locust and Mineral King.

- Staff initial finding is that the proposed site plan IS CONSISTENT with the City General Plan. Because this project requires discretionary approval by the City Council and/or Planning Commission the final determination of consistency will be made by the Planning Commission and/or City Council.

Design District: "D" [17.30.190]

Maximum Building Height: 100 Feet

Minimum Setbacks:

	Building	Landscaping
➤ Front	0 Feet	5 Feet*
➤ Side	0 Feet	5 Feet*

➤ Street side on corner lot	0 Feet	5 Feet*
➤ Side abutting residential zone	15 Feet	5 Feet
➤ Rear	0 Feet	0 Feet*
➤ Rear abutting residential zone	10 Feet	0 Feet

*(Except where building is on property line)

Minimum Site Area: 3,000 square feet

Parking: As prescribed in Chapter 17.34; off-street parking areas shall be set back a minimum of five feet from property lines abutting a street.

Downtown Parking District: [Zoning Ordinance Section 17.30.019A Article 2]

1. Provide a parking analysis for the hospital.

Parking:

1. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot (Zoning Ordinance Section 17.34.030.I).
2. Provide handicapped space(s) (see Zoning Ordinance Section 17.34.030.H).
3. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.34.040.D & 17.30.130.C).
4. It is highly recommended that bicycle rack(s) be provided on site plan.
5. Parking lot to be screened from view by a 3-foot tall solid wall or shrubs when located adjacent to a public street.

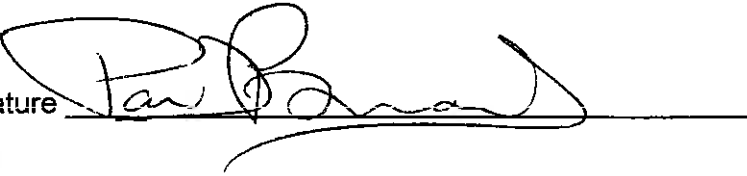
Landscaping:

1. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
2. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
3. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C).
4. Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

Lighting:

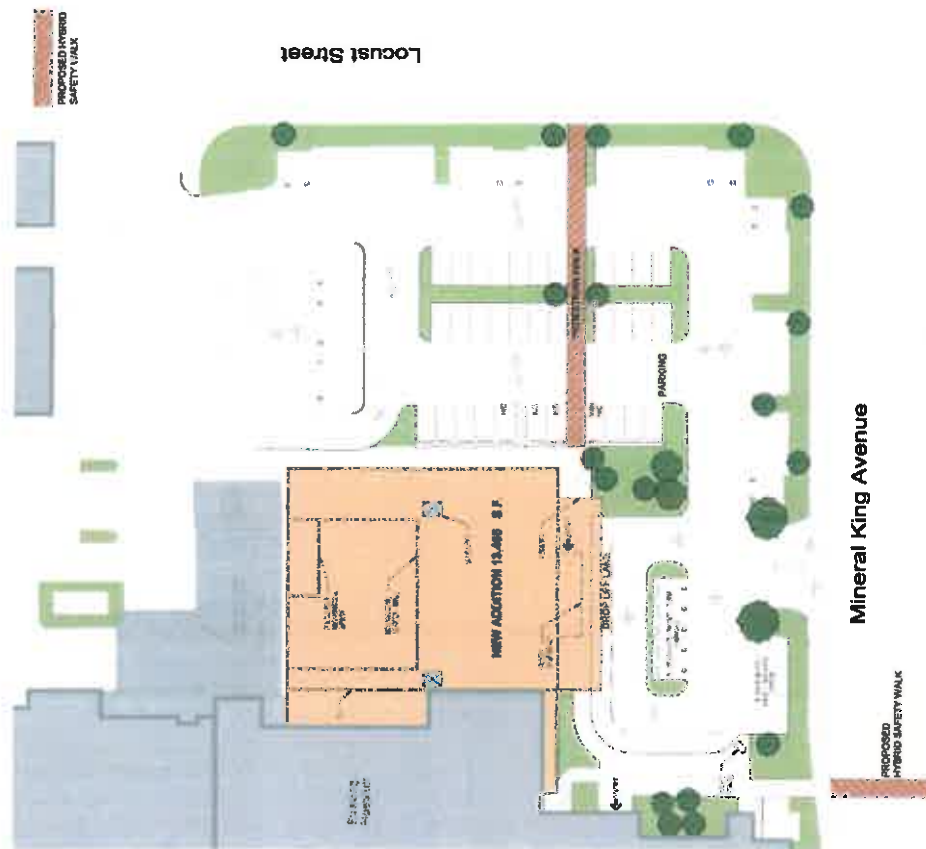
1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.
3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.
5. In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

Signature 

INITIAL STUDY MITIGATED NEGATIVE DECLARATION

KAWEAH DELTA HEALTH CARE DISTRICT Kaweah Delta Hospital Emergency Services Expansion Project



August 2016

MITIGATED NEGATIVE DECLARATION

As Lead Agency under the California Environmental Quality Act (CEQA), the Kaweah Delta Health Care District (District) reviewed the Project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, "significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Project Name

Kaweah Delta Hospital Emergency Services Expansion Project

Project Location

The proposed Project is located on the northwest corner of Mineral King Avenue and Locust Street (State Route 63) in Visalia, CA. State Route 198 is located south of the Project site.

Project Description

The District is proposing to construct an approximately 13,465 square-foot (SF) one-story addition to the east side of the existing Emergency Department (ED) and remodel the existing ED facilities within the adjacent existing hospital structure. The addition would consist of 24 additional treatment-exam rooms, multiple nurses' stations/work hubs, at least four single-occupancy toilet rooms, physician rooms, medications rooms, clean and soiled utility rooms, equipment storage, other support spaces, admitting/waiting area, and mechanical penthouse that will serve the addition.

Mailing Address and Phone Number of Contact Person

Julieta Moncada, Facilities Planning Director; (559) 624-2385; 400 W. Mineral King Avenue, Visalia, CA 93291

Findings

As Lead Agency, the District finds that the Project will not have a significant effect on the environment. The Initial Study (IS) (see Section 3, "Environmental Checklist") finds that, although the Project could have a significant impact on the environment related to cultural resources, there will not be a significant impact with the incorporation of mitigation measures shown below. The District further finds that there is no substantial evidence that this Project would have a significant effect on the environment.

Mitigation Measures included in the Project to Avoid Potentially Significant Effects

Mitigation Measure #3.5-1: The District shall incorporate into the construction contract(s) for the Project a provision that if a potentially significant historical or archaeological resource is encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under CEQA, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City shall implement said measures.

Mitigation Measure #3.5-2: If ground-disturbing activities uncover previously unknown human remains, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:

There shall be no further excavation or disturbance of the area where the human remains were found until the City Coroner is contacted. Duly authorized representatives of the Coroner shall be permitted onto the Project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Section 27460, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to re-commence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the Coroner determines the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD 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 PRC Section 5097.98.

Mitigation Measure #3.5-3: The District shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 50 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate City representative, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

**Initial Study/Mitigated Negative Declaration
Kaweah Delta Health Care District
Kaweah Delta Hospital
Emergency Services Expansion Project**

Prepared for:
Julieta Moncada
Kaweah Delta Health Care District
400 W. Mineral King Avenue
Visalia, CA 93291

Consultant:



Quad Knopf
901 E. Main Street
Visalia, CA 93292
Contact: Harry Tow, PE, AICP
Phone: (559) 733-0440
Fax: (559) 733-7821

August 2016

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TABLE OF CONTENTS

Section 1 - Introduction

1.1	CEQA Requirements	1-1
1.2	Organization of the Initial Study.....	1-2
1.3	Determination	1-2

Section 2 - Project Description

2.1	Project Location and Background.....	2-1
2.2	Project Description.....	2-1
2.3	Project Objectives	2-2

Section 3 - Environmental Checklist

3.1	Aesthetics	3-7
3.2	Agricultural and Forest Resources	3-9
3.3	Air Quality	3-11
3.4	Biological Resources	3-16
3.5	Cultural Resources	3-23
3.6	Geology/Soils.....	3-26
3.7	Greenhouse Gas Emissions.....	3-30
3.8	Hazards/Hazardous Materials	3-33
3.9	Hydrology/Water Quality	3-36
3.10	Land Use/Planning.....	3-43
3.11	Mineral Resources	3-45
3.12	Noise	3-46
3.13	Population and Housing.....	3-52
3.14	Public Services.....	3-54
3.15	Recreation	3-57
3.16	Transportation/Traffic.....	3-58
3.17	Utilities/Service Systems	3-62
3.18	Mandatory Findings of Significance.....	3-66

Section 4 - Mitigation Reporting/Monitoring Program

4.1	Introduction.....	4-1
4.2	The Program.....	4-1

Section 5 – List of Preparers

5.1	List of Preparers.....	5-1
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Section 6 – Sources

Appendices

Appendix A – Air Quality (SPAL) and Greenhouse Gas Emissions Report

Appendix B – Traffic Impact Memorandum

LIST OF TABLES

<i>Table No.</i>	<i>Title</i>	<i>Page No.</i>
3-1	Surrounding Land Use	3-2
3.3-1	SPAL.....	3-11
3.3-2	SJVAPCD Emission Thresholds.....	3-12
3.3-3	Construction Emission Levels	3-13
3.3-4	Total Project Operational Emissions	3-13
3.7-1	Estimated Annual Greenhouse Gas Emissions	3-31
3.12-1	Exterior Noise Standards – Fixed Noise Sources (dBA)	3-47
3.12-2	Residential Interior Noise Level Standards (dBA)	3-48
3.12-3	Noise Attenuation Measurements	3-49
3.12-4	Estimated Construction Noise Levels	3-50
3.16-1	Kaweah Delta Emergency Services Expansion Trip Generation (VRPA)	3-59

LIST OF FIGURES

<i>Figure No.</i>	<i>Title</i>	<i>Page No.</i>
2-1	Regional & Vicinity Map.....	2-3
2-2	Project Boundary Map	2-4
2-3	Project Site Plan.....	2-5
2-4	Construction Staging Area, Phase 1.....	2-6
2-5	Construction Staging Area, Phase 2.....	2-7
2-6	Construction Staging Area, Phase 3.....	2-8
2-7	Construction Staging Area, Phase 4.....	2-9
2-8	Construction Staging Area, Phase 5.....	2-10
3-1	General Plan Designation Map	3-3
3-2	Zoning Designation Map	3-4
3.4-1	CNDDDB – Mammals.....	3-18
3.4-2	CNDDDB – Birds	3-19
3.4-3	CNDDDB – Invertebrates.....	3-20
3.4-4	CNDDDB – Plants.....	3-21
3.9-1	FEMA Flood Zones	3-41

SECTION 1

INTRODUCTION

SECTION 1 - INTRODUCTION

1.1 CEQA Requirements

This Initial Study/Mitigated Negative Declaration (IS/MND) analyzes the potential environmental effects of the Kaweah Delta Hospital Emergency Services Expansion Project (Project), located on the northwest corner of Mineral King Avenue and Locust Street (State Route 63) in Visalia, CA. The Kaweah Delta Health Care District (District) will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an Initial Study to determine whether a discretionary project will have a significant effect on the environment. The purposes of an Initial Study, as listed under Section 15063(c) of the CEQA Guidelines, include:

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

This IS/MND has been prepared in response to the requirements presented above. The District is proposing to construct an approximately 13,465 square-foot (SF) one-story addition to the east side of the existing Emergency Department (ED) and remodel the existing ED facilities within the adjacent existing hospital structure. The addition would consist of 24 additional treatment-exam rooms, multiple nurses' stations/work hubs, at least four single-

occupancy toilet rooms, physician rooms, medications rooms, clean and soiled utility rooms, equipment storage, other support spaces, admitting/waiting area, and mechanical penthouse that will serve the addition. See Section 2 for a complete project description.

This IS/MND examines the project impacts and identifies the appropriate type of additional documentation that is required pursuant to CEQA.

1.2 Organization of the Initial Study

This IS is organized into the following sections.

Section 1 – Introduction: This section provides background information about the proposed Project, including the purpose of the analysis.

Section 2 – Project Description: This section describes the location of the Project site, surrounding land uses, the proposed action, and the project design.

Section 3 – Environmental Checklist: This section contains the Environmental Checklist form. The Checklist Form is used to describe the impacts of the proposed Project. A discussion of each entry, referenced to the Checklist sections, follows the Checklist.

Section 4 – Mitigation Measures: This section lists all of the mitigation measures that are contained in Section 3.

Section 5 – List of Preparers: This section lists the persons assisting in the preparation of this IS.

Section 6 – List of Sources: This section lists all of the sources used to assist in the preparation of this IS.

1.3 Determination

Based on the information in this IS, it is recommended that a MND be adopted for the Kaweah Delta Hospital Emergency Services Expansion Project.

SECTION 2
PROJECT DESCRIPTION

SECTION 2 - PROJECT DESCRIPTION

2.1 - Project Location and Background

The proposed Project is located on the northwest corner of Mineral King Avenue and Locust Street (State Route 63) in Visalia, CA. State Route 198 is located south of the Project site (Figure 2-1).

Kaweah Delta Medical Center (KDMC), located in downtown Visalia, is one of nine campuses that serve the District. It is currently designated as a Level 3 trauma center with an existing 36-bed emergency department that is served by an on-site helipad.

The District has proposed the Project as part of implementation of their Master Plan. The Master Plan outlines future construction of the KDMC to accommodate an increase in annual patient visits from 96,000 in 2015 to 130,000 in 2024.

2.2 - Project Description

The District is proposing to construct an approximately 13,465 SF one-story addition to the east and south sides of the existing Emergency Department and remodel the existing ED facilities within the adjacent existing hospital structure. The total Project site will consist of approximately 2 acres (Figure 2-2). The addition would consist of additional treatment-exam rooms, multiple nurses' stations/work hubs, at least four single-occupancy toilet rooms, physician rooms, medications rooms, clean and soiled utility rooms, equipment storage, other support spaces, an admitting/waiting area, and a mechanical penthouse that will serve the addition. However, it should be noted that this expansion itself will not increase the number of patient visits, but rather would more efficiently serve the high volume of patients the emergency facilities are currently experiencing as well as accommodate the projected number of patients in the future. The existing north side and south side urgent care facilities are currently accommodating the existing number of patients and are intended to reduce Project patient loads, and a City-approved additional urgent care facility will further reduce Emergency Facilities usage. The expanded facility is estimated to treat 19,000 patients per year, reducing the anticipated growth rate of patient loading.

Modifications to the existing parking, driveways and building entrance are proposed to accommodate the new addition. Improvements include proposed hybrid safety crosswalks across both Mineral King Avenue and Locust Street to provide improved pedestrian connection between adjacent parking facilities and the site. A pedestrian walkway from the building entrance to a new bus stop on Mineral King Avenue is also proposed (Figure 2-3). The proposed Project would result in a decrease in compact parking spaces from 78 to 20, an increase in standard parking spaces from 36 to 66, and a decrease in handicap parking stalls from 12 to 4. All together, the existing parking spaces will decrease from 126 to 90.

The addition and associated renovations would be designed in such a way that construction can be phased in a manner least disruptive to the Emergency Department's operations.

On-site staging areas will be needed for the duration of construction activities to store equipment and materials (Figures 2-4 to 2-8). The temporary staging areas will be restored to pre-construction conditions after Project completion. Typical construction equipment may include: backhoes, dump trucks, cranes, forklifts, and earth moving equipment.


2.3 - Project Objectives

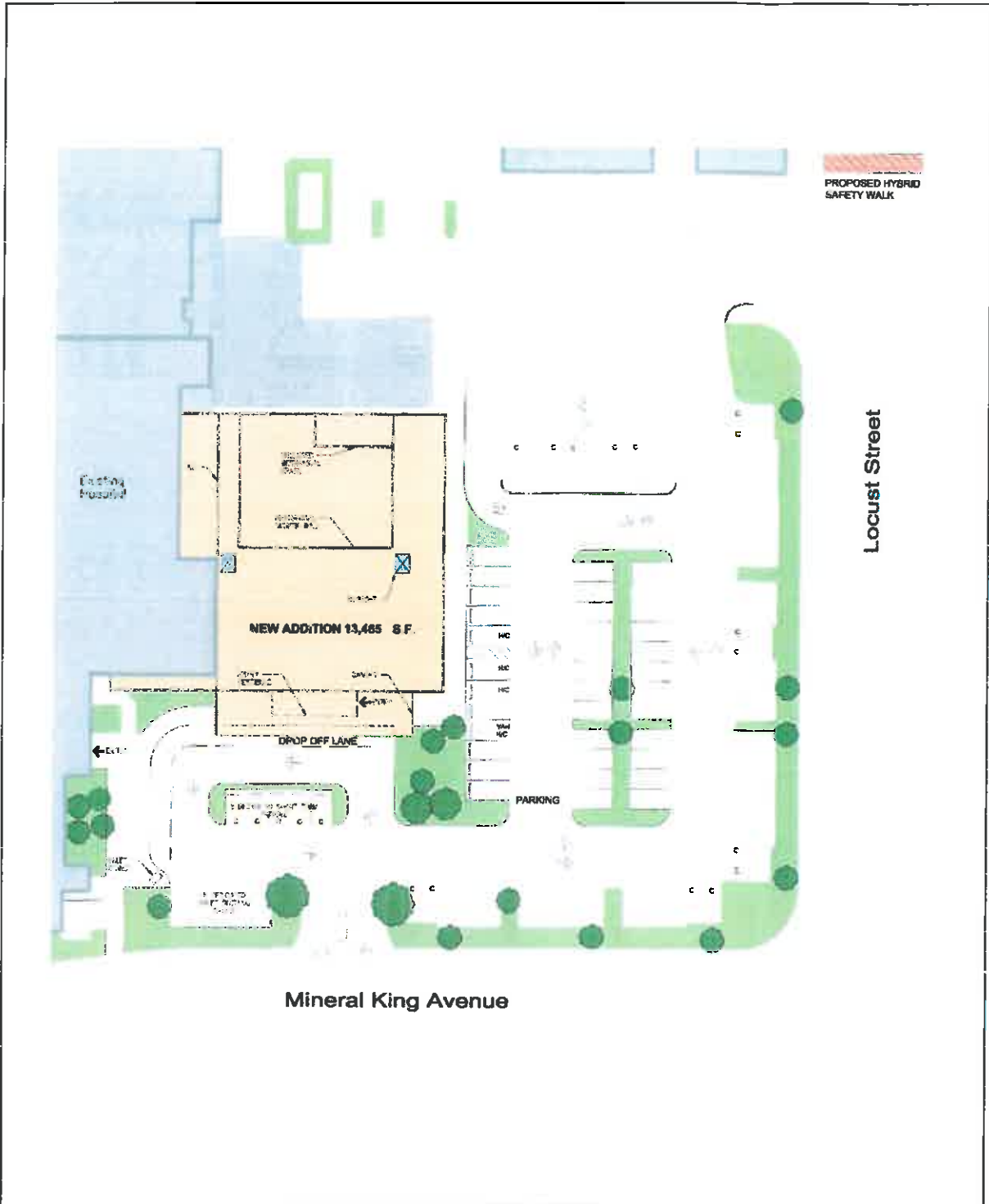
1. Expansion of the Emergency Services facilities will achieve efficiency in services by better accommodating existing and future patients.
2. The expansion Project will result in reduced waiting time for non-critical patients, currently (2015) averaging 3 ½ hours.
3. Improved care will result from the expansion by enabling quicker response to those requiring immediate attention.



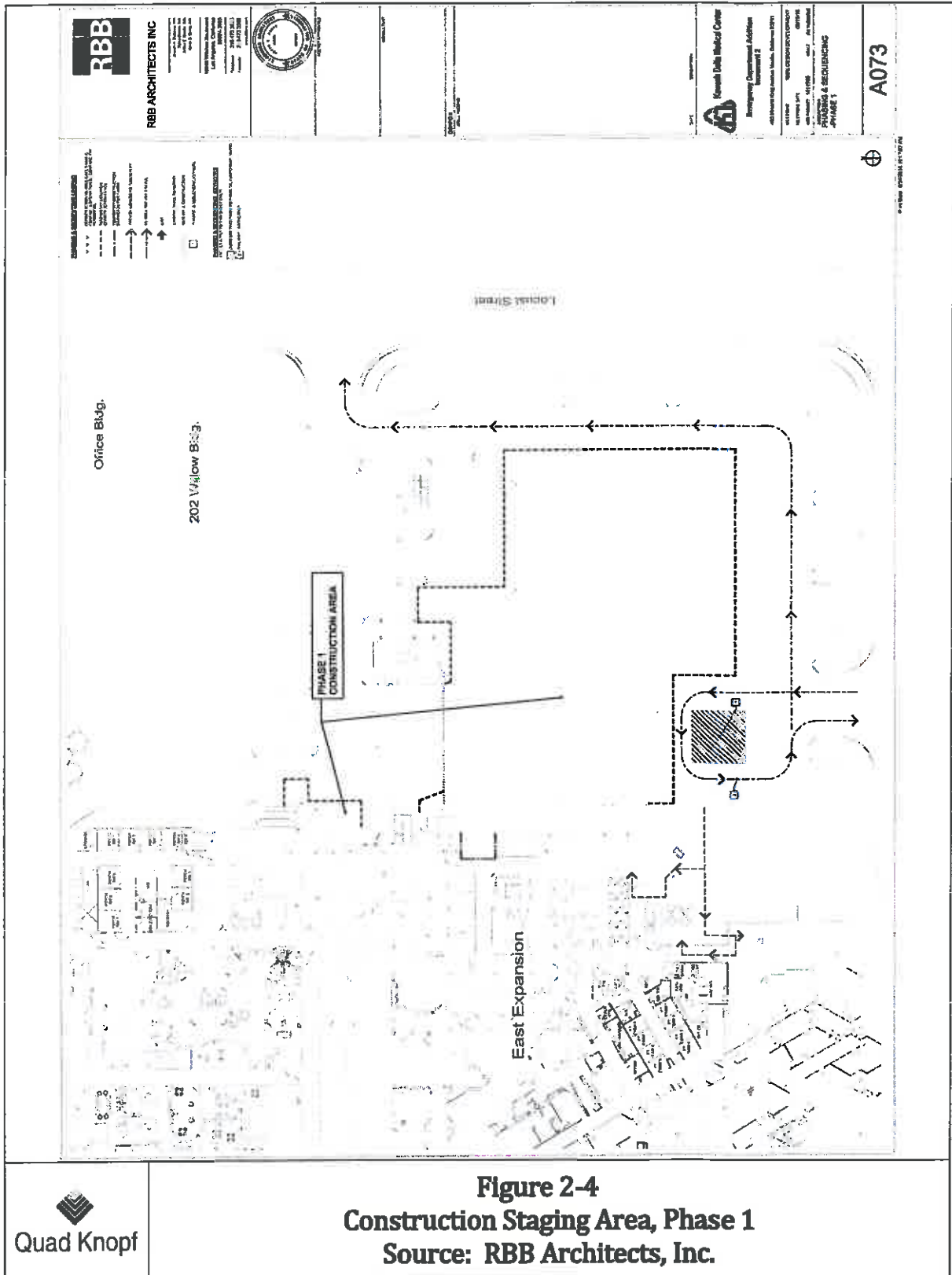
**Figure 2-1
Regional & Vicinity Map**



 **Figure 2-2**
Project Boundary Map



 **Figure 2-3
Project Site Plan**



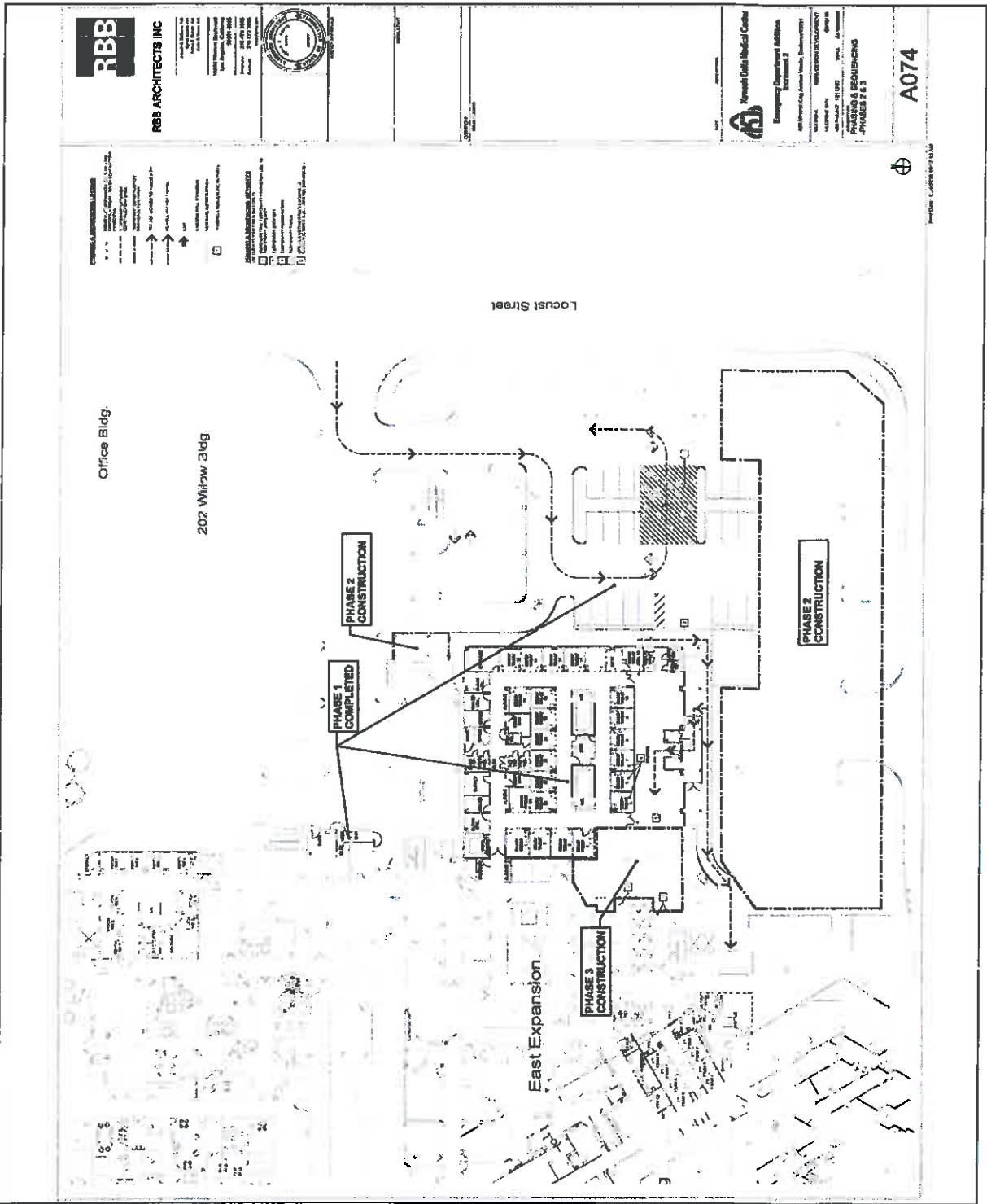


Figure 2-5
Construction Staging Area, Phase 2
 Source: RBB Architects, Inc.

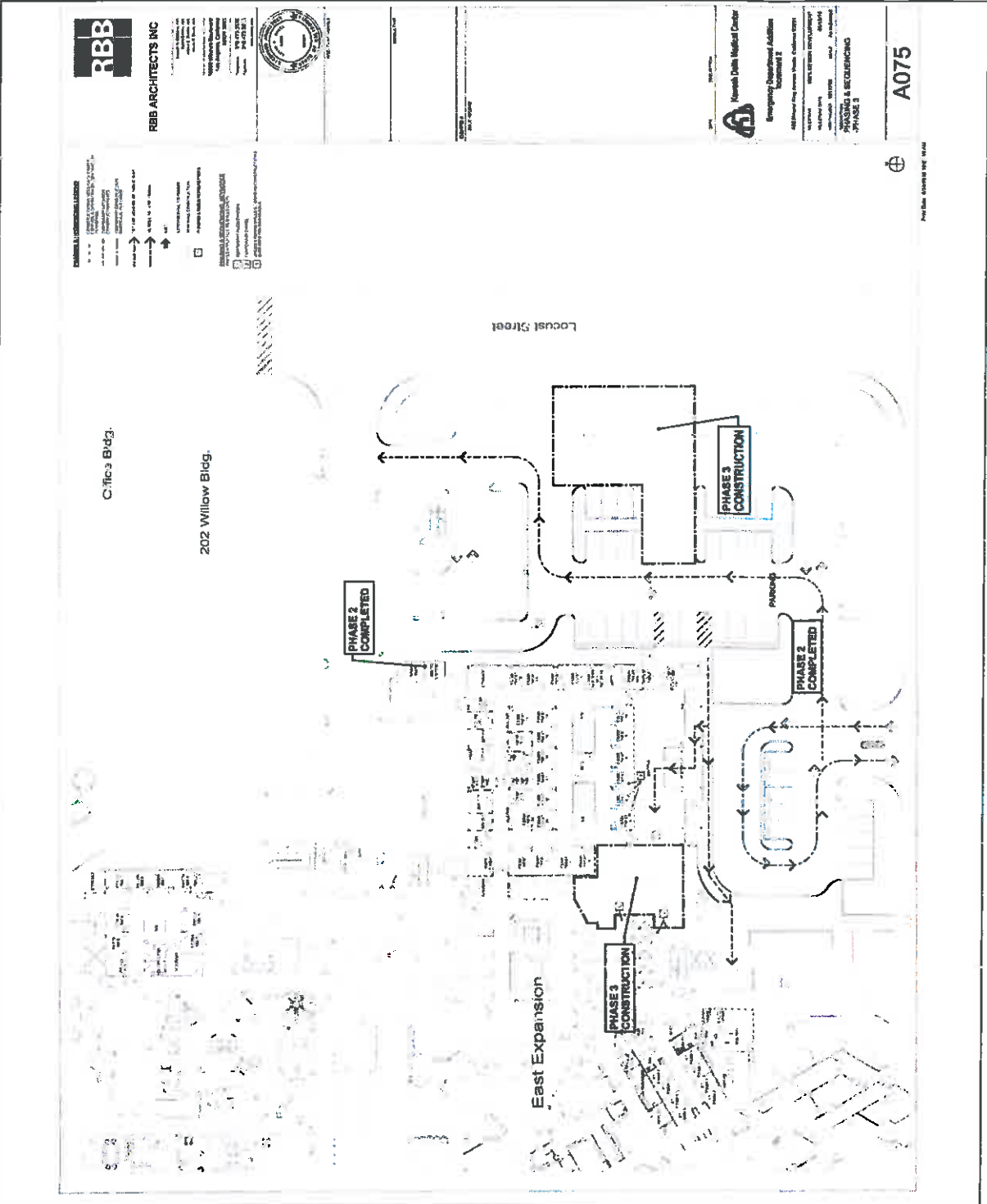


Figure 2-6
Construction Staging Area, Phase 3
 Source: RBB Architects, Inc.

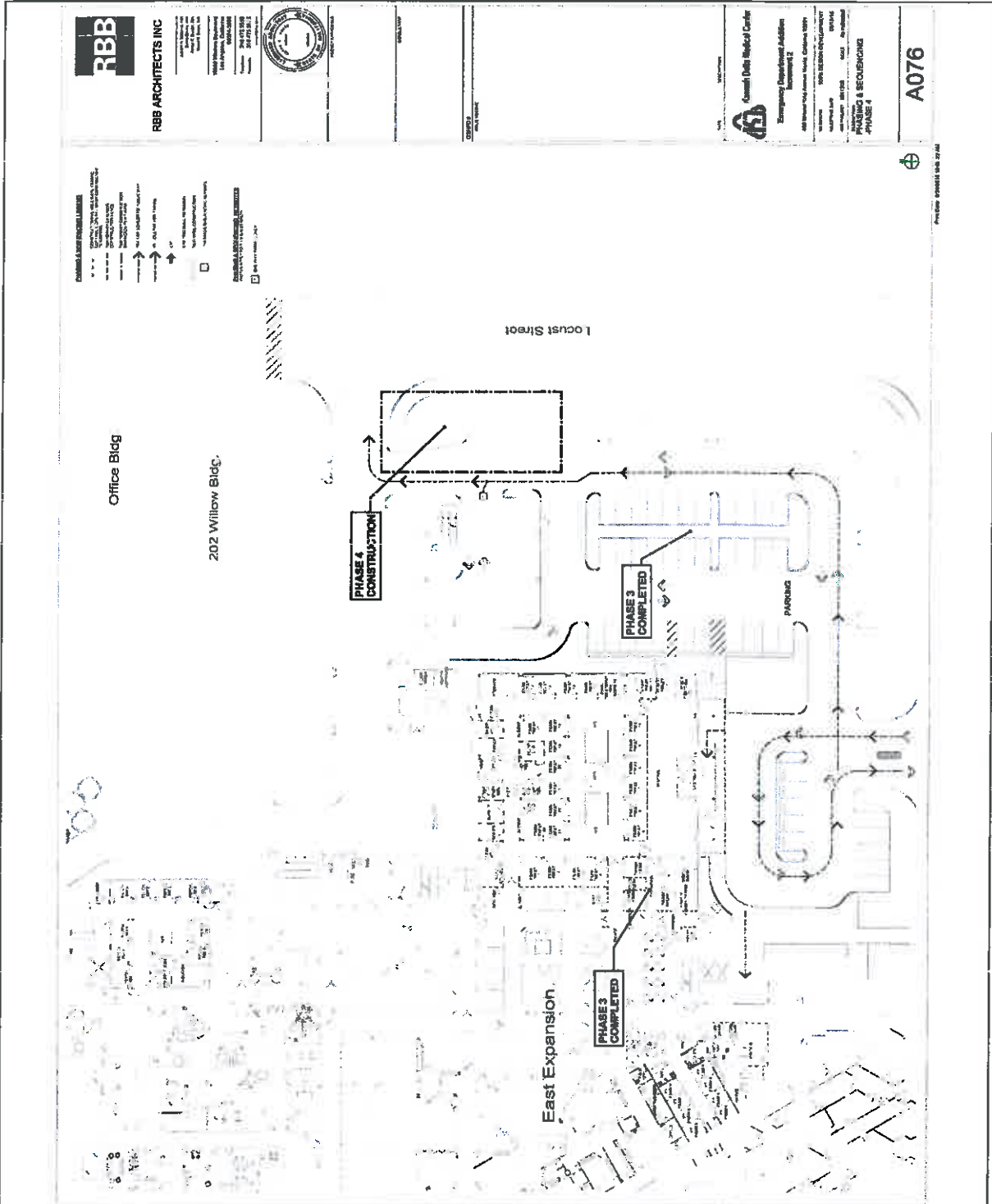


Figure 2-7
Construction Staging Area, Phase 4
 Source: RBB Architects, Inc.

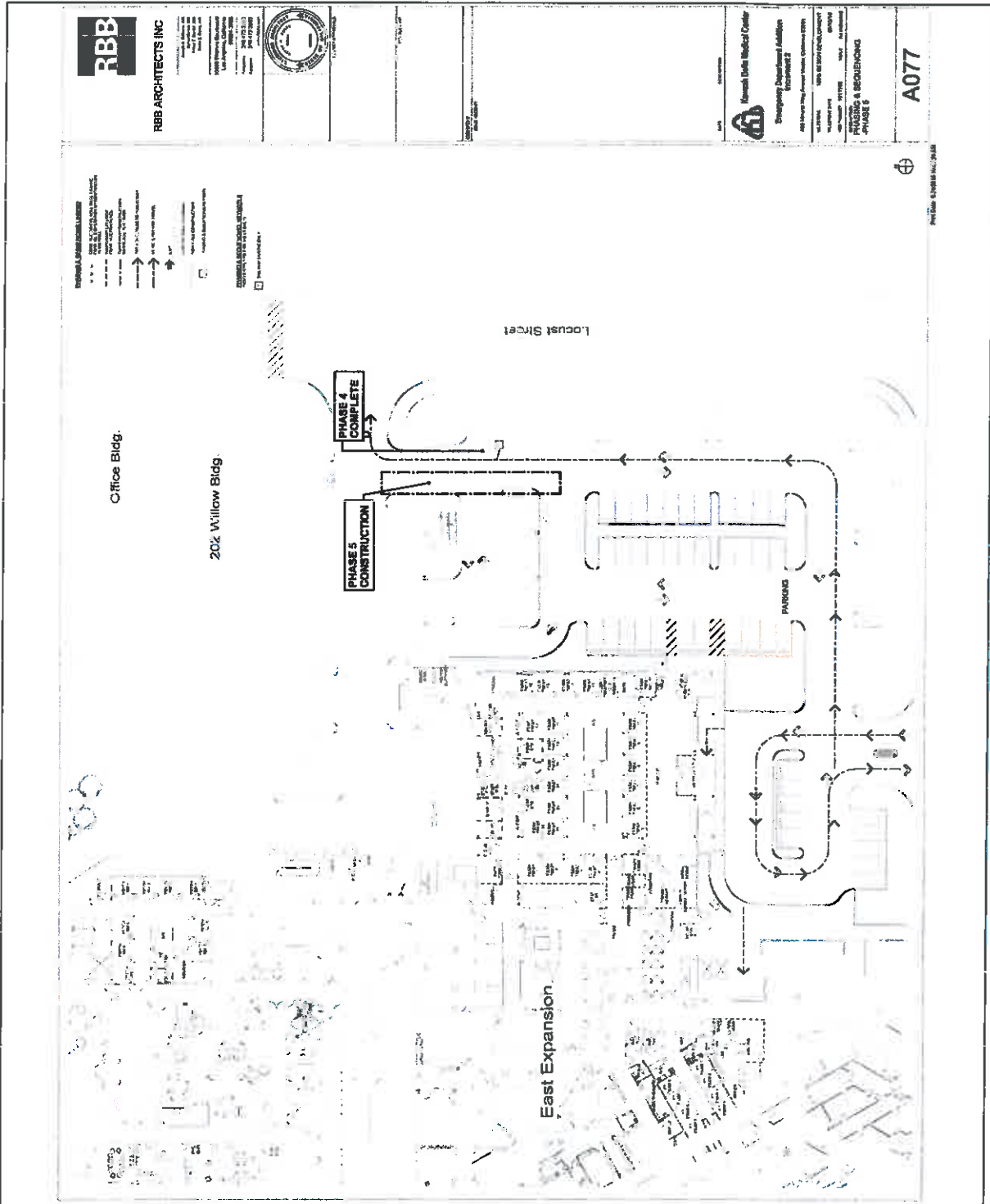


Figure 2-8
Construction Staging Area, Phase 5
 Source: RBB Architects, Inc.

SECTION 3

ENVIRONMENTAL CHECKLIST

SECTION 3 - ENVIRONMENTAL CHECKLIST

Project Title

Kaweah Delta Hospital Emergency Services Expansion Project

Lead Agency Name and Address

Kaweah Delta Health Care District, 400 West Mineral King Avenue, Visalia, CA 93291

Contact Person and Phone Number

Julieta Moncada, Facilities Planning Director

(559) 624-2385

Project Location

The proposed Project is located on the northwest corner of Mineral King Avenue and Locust Street (CA State Route-63) in Visalia, CA. State Route 198 is located south of the Project site.

General Plan Designation

Public/Institutional (Figure 3-1)

Zoning Designation

Professional/Admin Office (Figure 3-2)

Project Description

The District is proposing to construct a 13,465 SF one-story addition to the east and south sides of the existing Emergency Department (ED) and remodel the existing ED facilities within the adjacent existing hospital structure. The addition would consist of 24 additional treatment-exam rooms, multiple nurses' stations/work hubs, at least four single-occupancy toilet rooms, physician rooms, medications rooms, clean and soiled utility rooms, equipment storage, other support spaces, an admitting/waiting area, and a mechanical penthouse that will serve the addition.

Modifications to the existing parking, driveways and building entrance are proposed to accommodate the new addition. Improvements include proposed (but not yet Caltrans-approved) hybrid safety crosswalks across both Mineral King Avenue and Locust Street to provide improved pedestrian safety between adjacent parking facilities and the site. An ADA pedestrian walkway from the Building entrance to a new Mineral King Avenue bus stop and a pedestrian crosswalk is also proposed (Figure 2-3). The proposed Project would result in a decrease in compact parking spaces from 78 to 20, an increase in standard parking spaces

from 36 to 66, and a decrease in handicap parking stalls from 12 to 4. Overall, the proposed Project would result in a total decrease of parking spaces.

Land Uses and Setting

The proposed Kaweah Delta Emergency Services Expansion Project is located on a site that is bound by Acequia Avenue to the north; Locust Street to the east; West Street to the west; and SR 63 to the south. The Project site has a General Plan designation of Public/Institutional and is surrounded to the north and west by lands designated as Public/Institutional. Land to the east is designated as Downtown Mixed Use (see Figures 3-1 and 3-2).

Proposed project site and surrounding land uses and zoning are summarized below in Table 3-1.

**Table 3-1
Surrounding Land Use**

Location	Land Use	General Plan Designation	Zoning Designation
Onsite	Kaweah Delta Hospital	Public Institutional	Professional/Admin Office
North	Kaweah Delta Hospital Private Office Buildings	Public Institutional Downtown Mixed Use	Professional/Admin Office
East	Parking Structure Masonic Temple	Downtown Mixed Use	Central Business District
South	Highway 198	n/a	n/a
West	Kaweah Delta Hospital	Public Institutional	Professional/Admin Office


Source: City of Visalia, Planning Department.



 Project Site
 Downtown Mixed Use (DMU)
 Public / Institutional (PI)
 Conservation (C)

0 200
Feet

ESRI Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, © 2016

 **Figure 3-1**
General Plan Designation Map




ZONING

- Central Business District (CBD)
- Professional / Admin. Office (PA)
- Office Conversion (OC)

Project Site

0 200
Feet

DN Sources
ESRI Source Esri DigitalGlobe GeoEye Earthstar Geographics



Quad Knopf

Figure 3-2
Zoning Designation Map

Other Public Agencies Whose Approval Is Required (e.g., Permits, Financing Approval, or Participation Agreement)

Following is a listing of other agencies, which may have authority over certain aspects of the Project:

- **San Joaquin Valley Air Pollution Control District (SJVAPCD)** - At the time construction activities are proposed, the builder must obtain an authority to construct permit from the District prior to construction. A Dust Control Plan approval will also be required.
- **City of Visalia - Department of Community Development** - At the time construction activities are proposed, construction plans must comply with department standards. Building permits shall also be obtained at the time of construction.
- **California Department of Transportation (Caltrans)** - Any construction in the right-of-way of State Highways, in this case, Locust Street (SR-63) and Mineral King Avenue (SR-63), require approval of an encroachment permit by Caltrans.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant with Mitigation Incorporation” as indicated by the checklist on the following pages.

	Aesthetics	Greenhouse Emissions	Gas	Population/Housing
	Agricultural Resources	Hazards & Hazardous Materials		Public Services
	Air Quality	Hydrology/Water Quality		Recreation
	Biological Resources	Land Use/Planning		Transportation/Traffic
	Cultural Resources	Mineral Resources		Utilities/Service Systems
	Geology/Soils	Noise		Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

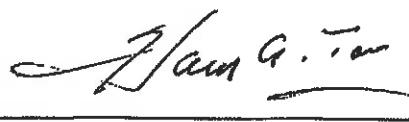
- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the mitigation measures described in the Environmental Checklist and the proposed Mitigation Reporting Monitoring Program (Sections 3 and 4) in this document. 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 significant effect(s) 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, if the effect is a potentially significant impact or potentially significant unless mitigated. 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.



Facilities Planning Director

August 19, 2016

Date



Reviewed By

August 19, 2016

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 - Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Response:

Impact #3.1.1 - Scenic vistas (a): The proposed Project site is located at the northwest corner of Mineral King Avenue and Locust Street. The lands surrounding the Project site have been highly modified for primarily medical and commercial uses. SR-198 is located immediately south of the site. Construction and ongoing operations occurring on the proposed Project site would be visible from surrounding properties and roadways.

Although the proposed expansion would result in an additional 13,465 square feet of medical facility, there are no scenic vistas in the Project area that would be disturbed or impeded upon by this Project.

Conclusion: There are no scenic vistas within or visible from the Project area. Therefore, the Project will have *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.1.2 - Scenic resources within a state scenic highway (b): California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes which would diminish the aesthetic value of lands adjacent to highways. According to Caltrans' California Scenic Highway Program, SR-

198 is considered to be an eligible state scenic highway, however it is not officially designated. SR63 is not so considered or designated. Additionally, there are, as noted in the Response to Impact #3.1-1, no trees, rocks or historic structures on the Project site.

Conclusion: The proposed Project site is not located near a designated state scenic highway. Therefore, the Project will have *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.1.3 – Visual characteristics (c): The lands surrounding the Project site have been highly modified for primarily medical and commercial uses. SR-198 is located immediately south of the site. The proposed Project is permitted under the designated land use and zoning by the Visalia General Plan and the Zoning Code, and will not require any amendments to either. In addition, the proposed Project expansion was planned for within the Kaweah Delta Facilities Master Plan. The proposed expansion will replace an existing portion of the site's asphalt parking lot.

Conclusion: Development on the proposed Project site will be in accordance with the City's General Plan and zoning ordinance and commensurate with the surrounding land uses. The proposed expansion will blend in with existing onsite medical facilities. The project is therefore considered to have a *less than significant* impact on the existing visual character of the site and its surroundings.

Mitigation Measures: No mitigation measures are required.

Impact #3.1.4 – New Source of Light or Glare (d): Any new development has the potential to introduce new sources of light with the addition of interior and exterior lighting. The proposed expansion Project may contain additional exterior lighting sources, but such sources will not result in a noticeable loss of darkness in the night sky compared to existing night conditions.

Exterior lighting will be designed and maintained in a manner so that glare and reflections are contained within the boundaries of the parcel, and will be hooded and directed downward and away from adjoining properties and public rights-of-way. All lighting fixtures will be appropriate to the use they are serving, in scale, intensity and height pursuant to Visalia Municipal Code Chapter 17.30 Development Standards.

Conclusion: With conformance to the requirements of the Visalia Development Standards, any additional exterior lighting sources within the proposed Project site would not be considered a substantial new source of light or glare adversely affecting day or nighttime views in the area. Therefore, implementation of the proposed Project would result in a *less than significant* impact.

Mitigation Measures: No mitigation measures are required.

3.2 - Agricultural and Forest Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural 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 Resource Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<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"/>

Response:

Impact #3.2.1 – Agricultural Farmland (a): The Project site is within the existing Kaweah Delta Hospital campus, and an existing developed portion of the City of Visalia. Therefore, it is not currently being used for agricultural production and has not been designated by the Department of Conservation Farmland Mapping and Monitoring Program as Prime Farmland, unique farmland or farmland of statewide importance.

Conclusion: The site is not designated as Prime Farmland, unique farmland or farmland of statewide importance. The proposed Project will have *no impact* on agricultural resources.

Mitigation Measures: No mitigation measures are required.

Impact #3.2.2 – Agricultural Zoning (b): The Project site is currently zoned Professional/Admin Office in the City's Zoning Ordinance. The Project site is not in agricultural production and currently contains built urban uses. The site is not currently under an active Williamson Act contract.

Conclusion: The Project will have a *no impact* on land designated for agricultural use.

Mitigation Measures: No mitigation measures are required.

Impact #3.2.3 – Forest Land Zoning (c): The Project site is not zoned for forest land or timberland by the City of Visalia Zoning Ordinance.

Conclusion: The project will have *no impact* on land designated for forest land use.

Mitigation Measures: No mitigation measures are required.

Impact #3.2.4 – Forest Land (d): The proposed Project site is currently partially developed and, therefore, is not considered to be forest land or timberland.

Conclusion: The Project will have *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.2.5 – Other Changes that result in loss of Farmland or Forest Land (e): The Project site and surrounding lands are not in farmland production or forest land.

Conclusion: The proposed project will not result in changes resulting in conversion of farmland to non-agricultural use or forest land to non-forest use as it is within an urbanized portion of downtown Visalia. The proposed project will have *no impact*.

Mitigation Measures: No mitigation measures are required.

3.3 - Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations or hazardous emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

The San Joaquin Valley Air Pollution Control District (SJVAPCD) Small Project Analysis Level (SPAL) process established review parameters to determine whether a project qualifies as a "small project." A project that is found to be "less than" the established parameters, according to the SPAL, has "no possibility of exceeding criteria pollutant emissions thresholds." Table 3.3-1 compares the proposed Project with the SPAL Vehicle Trips and Project Size parameters.

**Table 3.3-1
SPAL**

SPAL Threshold	Daily Trips*	Project Size*
Institutional – Hospital	1,707 trips/day	78,000 ft ²
Proposed Project	Daily Trips	Project Size

EVALUATION OF ENVIRONMENTAL IMPACTS

Kaweah Delta Emergency Services Expansion Project	222.09 trips/day**	13,465 ft ²
SPAL Exceeded?	No	NO
Notes: * Trips based on SPAL Table 5-2 and Project Size based on SPAL Table 5-3€ as posted on SJVAPCD webpage: http://www.valleyair.org/transportation/CEQA Rules/GAMAQI-SPAL.pdf ** Trips per day for the proposed project were calculated by CalEEMod for a 13,465 ftz hospital.		

As shown in Table 3.3-1, the proposed Project would not exceed the established SPAL limits for an institutional – hospital project. The target trips per day for an institutional project is 1,707 trips per day. Based on SJVAPCD’S analysis procedures, the proposed Project would generate approximately 222 trips per day during the week. Based on the above information, this Project qualifies for a limited air quality analysis applying the SPAL guidance to determine air quality impacts.

Impact #3.3.1 - Air quality plan or regulation (a): This assessment was prepared pursuant to the SJVAPCD’s guidance documents (SJVAPCD 2015), the CEQA (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387). The SJVAPCD created the screening tool, SPAL, to streamline air quality assessments of commonly encountered projects. As previously determined, this Project has been determined to be a SPAL.

The SJVAPCD air quality thresholds from the GAMAQI are presented in Table 3.3-2.

**Table 3.3-2
SJVAPCD Emission Thresholds**

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
		Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
Sox	27	27	27
PM10	15	15	15
PM2.5	15	15	15

Source: SJVAPCD GAMAQI, 2015

Table 3.3-3 shows the construction emission levels using default CalEEMod factors for construction of a hospital (Attachment A). Based on this anticipated activity level, the Project construction activities would not exceed construction thresholds as outlined in Table 3.3-2. Construction emissions therefore were found to be less than significant and no further evaluation is required.

**Table 3.3-3
Construction Emission Levels**

Unmitigated Emissions Source	Pollutant					
	ROG	NOx	CO	Sox	PM10	PM2.5
	(Tons/year)					
2016 Construction Emissions ¹	0.17	0.75	0.47	0.001	0.05	0.05
SJVAPCD Emissions Thresholds - non-permitted sources	10	10	100	27	15	15
Is threshold exceeded before mitigation?	No	No	No	No	No	No
NOTES:						
¹ Emissions are shown as "unmitigated" based on results obtained through CalEEMod emission estimates.						

Table 3.3-4 presents the Project's long-term operations emissions generated from mobile, energy and area sources as well as from water use and waste generation emissions. Most of these emission impacts emanate from mobile sources traveling to and from the Project area. For the purposes of this evaluation, no mitigation measures were selected or incorporated during the CalEEMod analysis; this approach provides the most conservative estimate of Project impacts.

**Table 3.3-4
Total Project Operational Emissions**

Unmitigated Emissions Source	Pollutant					
	ROG	NOx	CO	Sox	PM10	PM2.5
	(Tons/year)					
Operational Emissions ¹	0.24	0.52	1.75	0.003	0.19	0.06
SJVAPCD Emissions Thresholds - non-permitted sources	10	10	100	27	15	15
Is threshold exceeded before mitigation?	No	No	No	No	No	No
NOTES:						
¹ Emissions are shown as "unmitigated" based on results obtained through CalEEMod emission estimates.						

Conclusion: As calculated (see Attachment A), the short-term construction and long-term operational (mobile) emissions associated with the proposed Project would be less than the SJVAPCD significance threshold levels and would therefore, not pose a significant impact to criteria air pollutants. This finding is consistent with the SPAL screening thresholds. Because of this, the proposed Project would have *no impact* on any applicable air quality plans.

Mitigation Measures: No mitigation is required.

Impact #3.3.2 – Violate any air quality standard or contribute substantially to an existing or projected air quality violation (b): As shown above, both short-term and long-term emissions generated by the proposed Project would be below the emissions thresholds as set forth by the SJVAPCD.

In addition, SJVAPCD's guidance documents state that "projects below the Indirect Source Rule (ISR) applicability thresholds are not expected to violate any air quality standards or contribute substantially to an existing or projected air quality violation and will not exceed the thresholds of significance for ambient air quality." All projects that emit less than 2 tons per year of either particulates or nitrates (PM10 or NOX) are exempt from ISR and are therefore below applicability thresholds. The proposed Project is anticipated to emit less than two tons per year of PM10 or NOX. Therefore, the proposed Project's ambient air quality impacts would be less than significant and no further impact analysis is required.

Conclusion: Based on the analysis above, the proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. *No impact* would occur.

Mitigation Measures: No mitigation is required.

Impact #3.3.3 – Result in a cumulatively considerable net increase of any criteria pollutant (c): If a project is significant based on the thresholds of significance for criteria pollutants, then it is also cumulatively significant. This does not imply that if the project is below all such significance thresholds, it cannot be cumulatively significant. A Lead Agency should consider the cumulative impact of multiple simultaneously proposed projects, located within the same area. If the combined impacts of such projects cause or worsen an exceedance of the concentration standards, the project would have a cumulatively significant impact under CEQA. As previously stated, the Project would not generate emissions above the SJVAPCD's thresholds of significance.

The Project is located within an urban built environment, with SR-198 immediately south of the site. Due to the surrounding area being fully developed, there are not many opportunities for new construction to occur. Therefore, this project combined with any new construction projects does not have the potential to cumulatively create a significant impact.

Conclusion: This Project does not exceed any thresholds contained in any applicable air quality attainment or maintenance plans. In addition, the Project is required to comply with all applicable air quality-related policies in the recently adopted City General Plan. This compliance will facilitate avoiding or substantially lessening the cumulative impacts within the geographic area in which the Project is located. The cumulative construction and operational incremental contribution to cumulative air quality impacts of the Project, even together with other foreseeable construction projects in the vicinity, would be *less than cumulatively considerable*.

Impact #3.3.4 – Expose sensitive receptors to substantial pollutant concentrations (d): Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside. As seen above, the Project will generate short-term construction emissions, however they are considered to be minimal. The Project's emission levels would not approach any significance thresholds for the San Joaquin Valley Air Basin (SJVAB) and would not be expected to be a source of nuisance to sensitive receptors at the hospital.

The proposed Project is a hospital expansion and is not anticipated to generate any additional sources of toxic air contaminants. The quantity of increased on-site air toxics from the Project is well below screening levels. Therefore, the project would not be expected to generate a health risk impact due to its limited activity and size. Its potential health risk impacts would therefore be considered less than significant and no further health risk assessment is required.

Conclusion: Based on the estimated construction and operational emissions and activity type, the proposed Project is not expected to expose sensitive receptors to substantial pollutant concentrations. A *less than significant* impact will occur.

Mitigation Measures: No mitigation is required.

Impact #3.3.5 – Create objectionable odors (e): The proposed Project consists of the expansion of an existing emergency services facility. Hospitals are not considered to have a potential for emitting odors on a level to cause a nuisance to the public. The only potential for creating odors would be during the construction phase; however, this phase will be short-term, and will not create odors at a rate that would be considered to be a nuisance to the public. The Project is therefore anticipated to have a *less than significant* odor impact.

3.4 - Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Response:

Impact #3.4.1 – Substantial adverse effect on special-status or sensitive species (a): A California Natural Diversity Database (CNDDDB) search was completed for the Project site on May 3, 2016. The CNDDDB results indicate the mammal, bird, invertebrates and plant species which may have been observed or documented within proximately of the site and when that sighting or instance occurred. According to the search results, the nearest special species occurrences were:

- Mammal (Figure 3.4-1): San Joaquin Kit Fox, approximately 2.5 miles from Project site (1975)
- Bird (Figure 3.4-2): Western Yellow-Billed Cuckoo, within 1 mile of Project site (1919)
- Invertebrates (Figure 3.4-3): Western Pond Turtle, within 1 mile of Project site (1961)
- Plants (Figure 3.4-4): Brittsescale and California Satintail, within 1 mile of Project site (1881 and 1895, respectively)

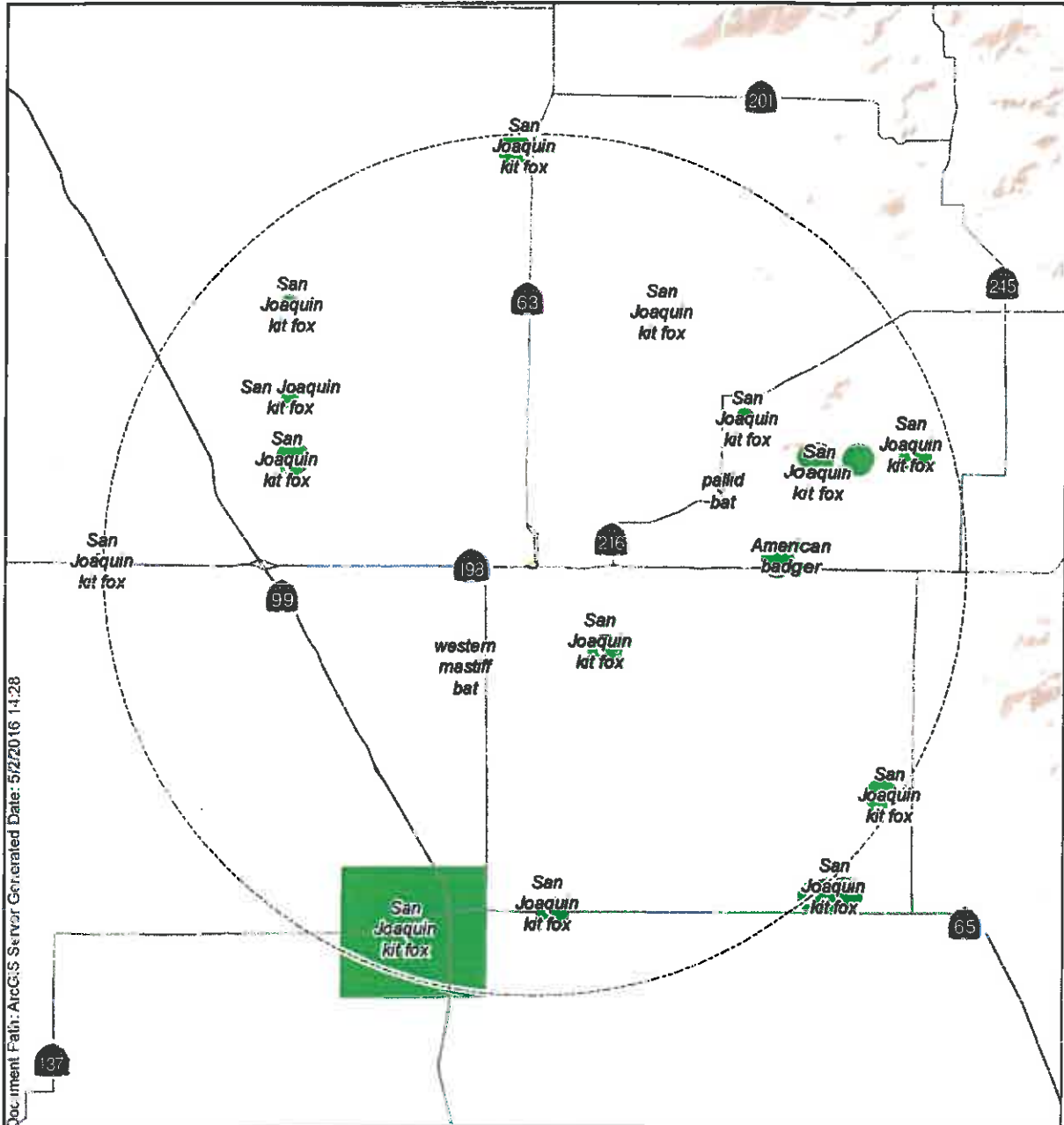
Conclusion: The Project site is currently developed as a parking lot for the existing hospital facility. The surrounding areas are also already developed with a variety of hospital and commercial uses or parking facilities. The CNDDDB results indicate dates of sighting that are well before the site was developed. Appropriate biological level surveys were required at the time the area was developed. Given the fact that the Project site is already developed, impacts to special-status of sensitive species is unlikely. Implementation of the proposed Project will have a *less than significant* impact on a candidate, sensitive, or special status species.

Mitigation Measures: No mitigation measures are required.

Impact #3.4.2 - Have a substantial adverse effect on any riparian habitat or other sensitive natural community (b): No sensitive natural communities were documented within the vicinity of the Project site. Additionally, due to the Project being an infill development within an urban environment, it is apparent that sensitive natural communities or riparian/wetland areas are not present within the Project site. (It should be noted, however, that a short open but channelized, section of Mill Creek, an ephemeral stream with additional flow from downtown-area surface drainage, is located on the Hospital grounds, but not on the Project site.)

Conclusion: Implementation of the proposed Project would have *no impact* on riparian habitat or other sensitive natural communities.

Mitigation Measures: No mitigation measures are required.




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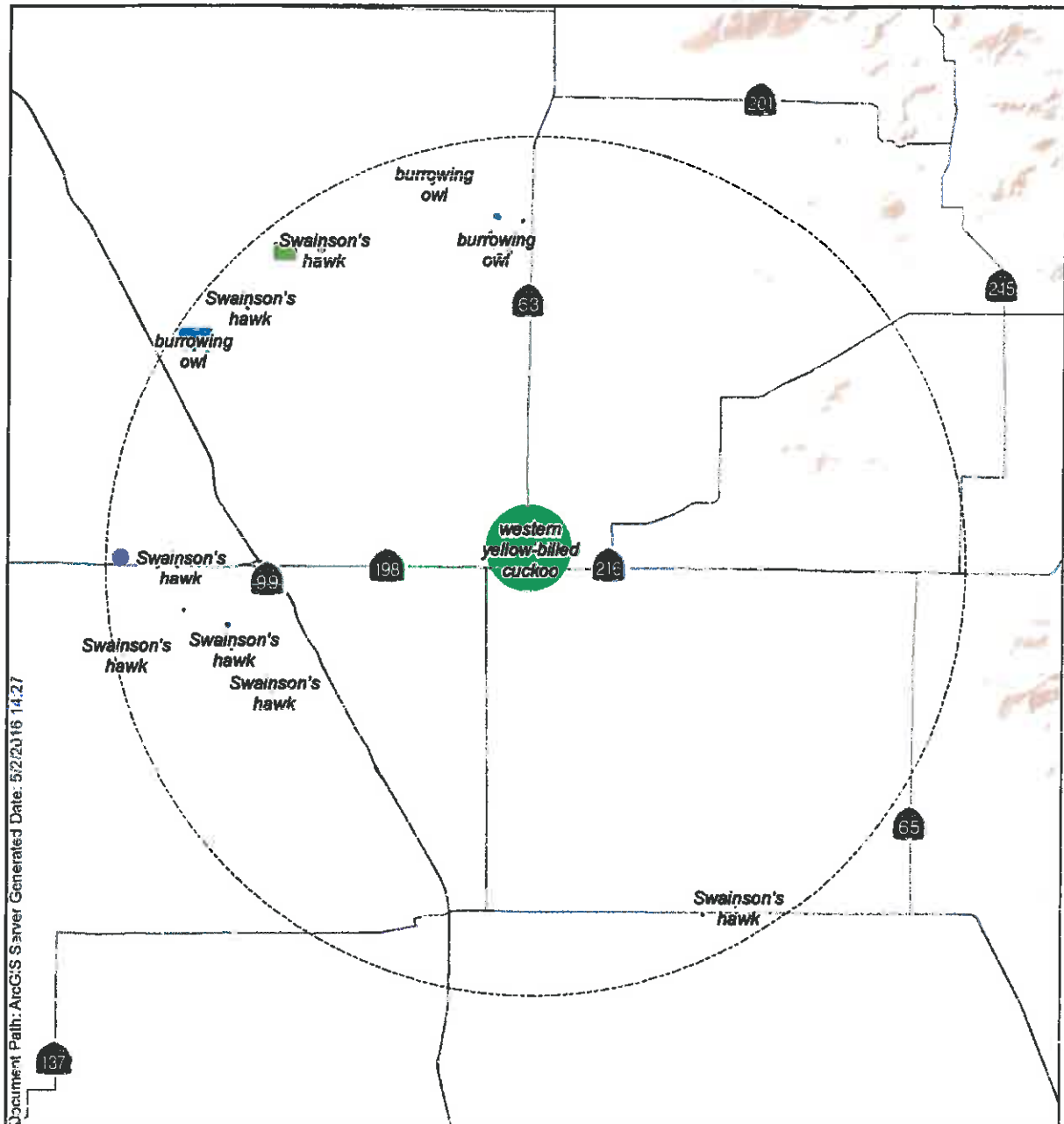
	Project Site		pallid bat
	10 Mile Buffer		western mastiff bat
	American badger		
	San Joaquin kit fox		



0 16,000
Feet

QK Sources: CNDDB
ESRI Sources: Esri, USGS, NOAA

 Quad Knopf	<h3>Figure 3.4-1</h3> <h3>CNDDB - Mammals</h3>
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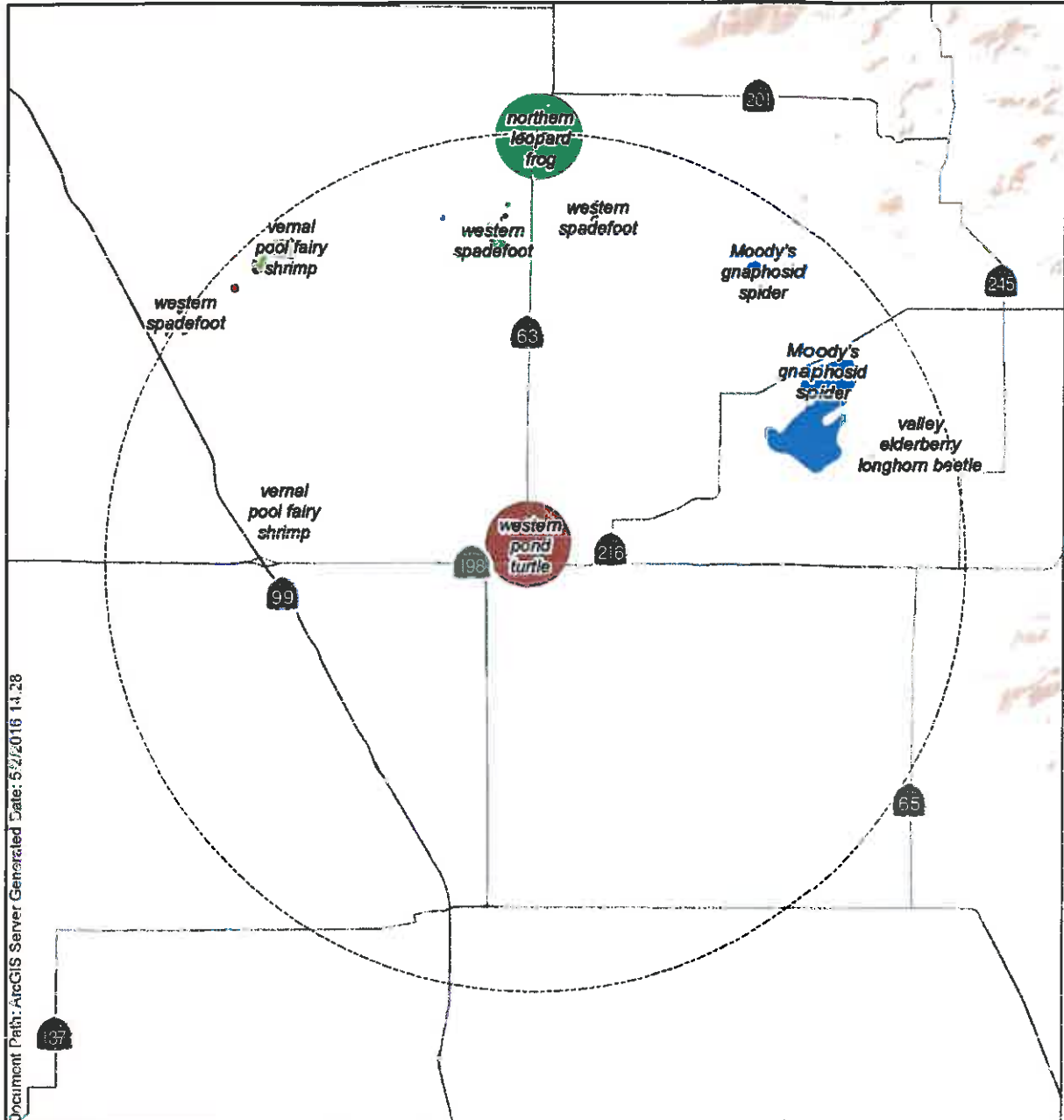


	Project Site		loggerhead shrike
	10 Mile Buffer		western yellow-billed cuckoo
	Swainson's hawk		
	burrowing owl		

0 16,000
Feet

Data Sources: CNDDDB
ESR Sources: Esri, USGS, NOAA

Figure 3.4-2
CNDDDB - Birds



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Project Site	northern leopard frog	western spadefoot
10 Mile Buffer	valley elderberry longhorn beetle	
California tiger salamander	vernal pool fairy shrimp	
Hopping's blister beetle	vernal pool tadpole shrimp	
Moody's gnaphosid spider	western pond turtle	

0 16,000
Feet

OK Sources: CNDDB
ESRI Sources: Esri, USGS, NOAA


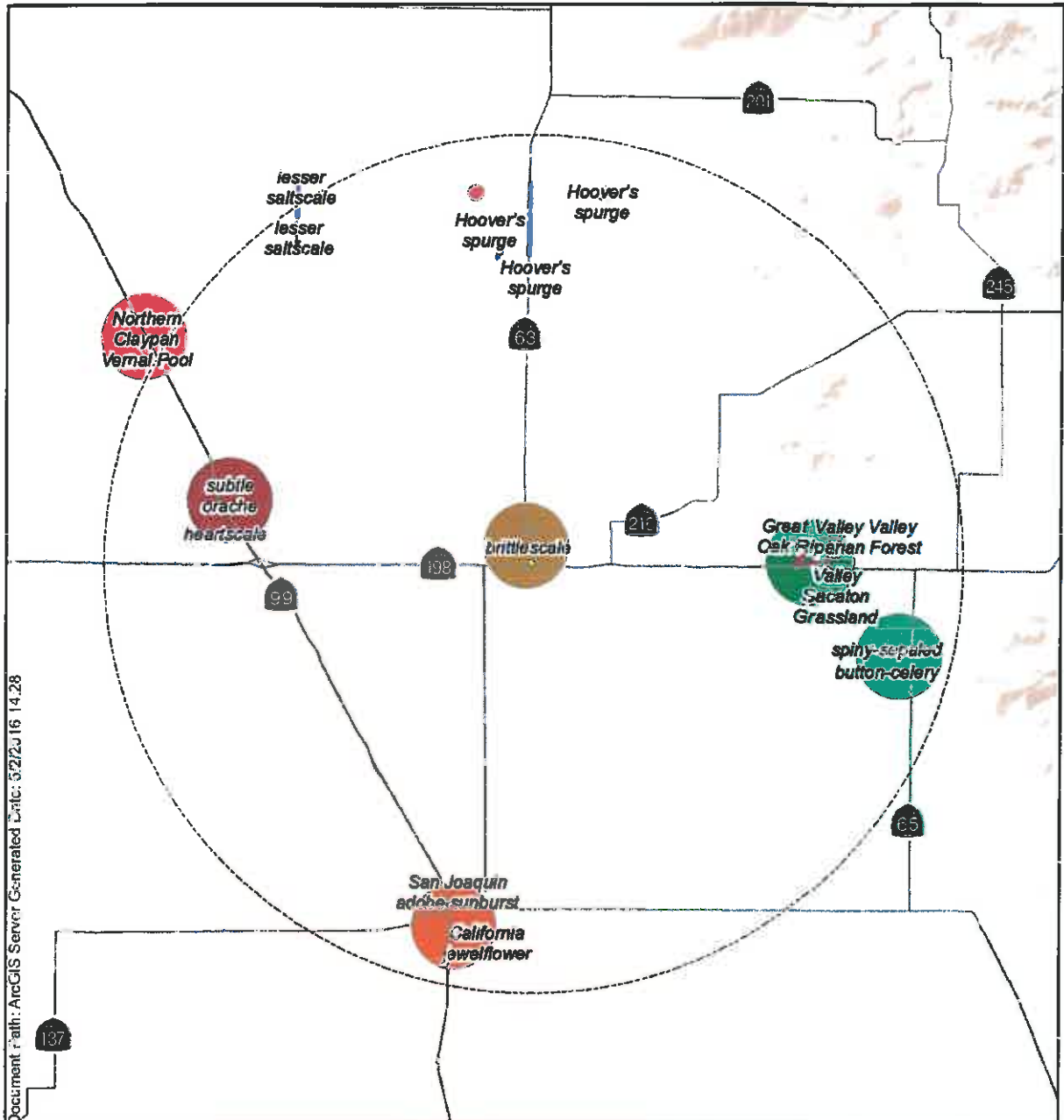

Quad Knopf

Figure 3.4-3
CNDDB - Invertebrates



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Project Site	Hoover's spurge	brittle scale	 0 16,000 Feet
10 Mile Buffer	Northern Claypan Vernal Pool	heartscale	
California jewelflower	Northern Hardpan Vernal Pool	lesser saltscale	QK Sources: CNDDDB ESRI Sources: Esri, USGS, NOAA
California satintail	San Joaquin Valley Orcutt grass	recurved larkspur	
Earlmarc orache	San Joaquin adobe sunburst	spiny-sepaled button-celery	
Great Valley Valley Oak Riparian Forest	Valley Sacaton Grassland	subtle orache	

Figure 3.4-4
CNDDDB - Plants

Impact #3.4.3 - Have a substantial adverse effect on federally protected wetlands (c): The Project site does not contain any federally-protected wetlands as defined by Section 404 of the Clean Water Act.

Conclusion: Implementation of the proposed Project will have *no impact* on federally protected wetlands.

Mitigation Measures: No mitigation measures are required.

Impact #3.4.4 - 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 (d): The Project site does not contain any migratory corridors determined to be sensitive or important for the movement of wildlife in the region.

Conclusion: No migratory corridors exist near the Project site due to the fact that the Project site and surrounding environment is entirely developed with built-up urban uses. In addition, the CNDDDB search results noted that the only sighting of a Western Yellow-Billed Cuckoo was within a 1-mile radius of the site in 1919. This impact is considered *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.4.5 – Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e): The proposed Project does not conflict with any local policies or ordinances protecting biological resources.

Conclusion: Implementation of the proposed project would have *no impact* related to policies or ordinances protecting biological resources.

Mitigation Measures: No mitigation measures are required.

Impact #3.4.6 – Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (f): There are no adopted habitat conservation plans or natural community conservation plans within the City of Visalia except for the City's Oak Tree Preservation Ordinance; there are no oak trees on the site.

Conclusion: *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

3.5 - Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 §15064.385?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Response:

Impact #3.5.1 – Cultural and historic resources (a, b, d): Impacts on cultural resources can result either directly or indirectly from preconstruction activities and construction of a proposed project. Direct impacts are those that result from the immediate disturbance of resources from vegetation removal, vehicle travel over the surface, earthmoving activities, excavation, or alteration of a resource. Indirect impacts are those that result from increased erosion due to site clearance and preparation or from inadvertent damage or outright vandalism to exposed resource materials which could occur due to improved accessibility.

Because the Project site is substantially disturbed due to previous site grading and paving, no cultural resource impacts as a result of the new construction would be expected to occur. In addition, per compliance with AB52 (Gatto, 2014), a tribe may file a written request for formal notification of proposed projects in its traditionally and culturally affiliated geographic. This written request would be sent to potential lead agencies with jurisdiction over that geographic area. There are currently no tribes that have requested to be on the District’s notification list.

In consideration of the above, there is no indication that a subsurface prehistoric cultural deposit is likely to exist or survived the past intensive use of the land in the vicinity of the proposed Project.

Conclusion: Given the location and previous nature of activities occurring on the site, it is unlikely that this Project will have any impacts on cultural resources. However, there

remains the possibility for previously unknown, buried cultural resources to be uncovered during subsurface construction activities. If this occurs, the Project would result in a *potentially significant impact* to cultural resources.

Mitigation Measure #3.5-1: The District shall incorporate into the construction contract(s) for the Project a provision that if a potentially significant historical or archaeological resource is encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and, if applicable, records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under CEQA, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The District shall implement said measures.

Mitigation Measure #3.5-2: If ground-disturbing activities uncover previously unknown human remains, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:

There shall be no further excavation or disturbance of the area where the human remains were found until the City Coroner is contacted. Duly authorized representatives of the Coroner shall be permitted onto the Project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Section 27460, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to re-commence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the Coroner determines the remains are Native American, the Coroner shall contact the State's Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD 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 (PRC) Section 5097.98.

Effectiveness of Measures: Implementation of Mitigation Measure #3.5-1 and #3.5-2 will reduce the impact on cultural resources to a level that is *less than significant with mitigation incorporated*.

Impact #3.5.2 – Paleontological resources (c): There are no unique geological features or known fossil-bearing sediments in the vicinity of the Project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a *potentially significant impact*.

Mitigation Measure #3.5-3: The District shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 50 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate District representative, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the District shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

Effectiveness of Measure: Implementation of Mitigation Measure #3.5-3 will reduce the impact on cultural resources to a level that is *less than significant with mitigation incorporated*.

3.6 - Geology/Soils

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems when sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

Impact #3.6.1 – Earthquakes and ground shaking (a-(i-ii)): According to the California Department of Conservation, the proposed Project site is not located within a current Alquist-Priolo Earthquake Fault Zone, and there are no active faults located in the immediate vicinity. The historic occurrence of strong earthquake shaking in Visalia is limited.

All new construction would be required to conform to the seismic requirements of the California Building Standards Code. Plan review by the Office Statewide Health Planning and Development (OSHPD), who oversees the construction of hospitals, skilled nursing facilities, licensed clinics and correctional treatment centers, to ensure conformance with the California Building Standards Code would minimize the potential for severe damage and loss of life in the event of earthquake-related ground shaking or ground failure. According to the City's General Plan EIR, no active faults are known to exist within the City of Visalia; the major, historically active fault systems—the San Andreas Fault and the Owens Valley Fault Group—are located 75 and 125 miles to the west and east, respectively. As a result, the risk of surface rupture is very low. There is always potential for a fault located anywhere in the region to rupture and cause seismic ground shaking, however, the relative risk to safety from potential ground shaking within the county is considered low.

Conclusion: The risk of damage or loss due to earthquakes at the proposed Project site is low. Further development at the Project site would result in a *less than significant* impact from rupture of a known earthquake fault and seismic ground shaking as a result of required OSHPD oversight and design compliance with the Building Code.

Mitigation Measures: No mitigation measures are required.

Impact #3.6.2 – Seismic-related ground failure, including liquefaction (a-iii): The site does not have high potential for ground failure or liquefaction. Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. According to the City's General Plan EIR, no specific liquefaction hazard areas have been identified in the City; however, the potential for liquefaction is recognized throughout the San Joaquin Valley in locations where the water table is high, which is not the case at the Project site (depths of 150 feet or more). From a regional perspective, the soils located within the City are considered to have a low potential for liquefaction. The soils present on-site have a low plasticity and expansion potential when subjected to fluctuations in moisture and have a low potential for liquefaction or ground failure (Figure 3.6-1).

Conclusion: Based on the known conditions of the soils documented on the Project site, the risk of liquefaction or ground failure during strong earthquake ground shaking is remote. The impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.6.3 – Landslides (a-iv): According to the General Plan EIR, the City of Visalia has very little elevation change; therefore, the risk of landslides is minimal. More specifically, the Project site and surrounding area are relatively flat resulting in a very minimal risk of exposing people or structures to adverse effects from landslides.

Conclusion: Risk of damage or loss due to landslides is low. This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.6.4 – Soil Erosion, Loss of Topsoil (b): According to the General Plan EIR, topsoil refers to the uppermost 6 to 8 inches of soil, which have the highest concentration of organic matter, and where most biological soil activity occurs. Soil erosion occurs when soil is removed by wind and water at a greater rate than it is formed. The potential for erosion is limited by the Project site's relatively flat elevation and by the fact that it has already been developed and paved.

Existence of impervious surfaces would have the potential to contribute to increased stormwater runoff, which could make soil erosion more severe if stormwater is not handled properly. However, this potential impact will be minimized through adherence to the General Construction Activity Permit under the National Pollutant Discharge Elimination System (NPDES) program administered by the Central Valley Regional Water Quality Control Board (RWQCB). The Project would be required to submit a Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB to obtain a NPDES General Construction permit. The SWPPP will include Best Management Practices (BMPs) to control erosion and siltation on the site in order to prevent water quality degradation. Such measures may include, but are not limited to, covering the graded area with straw or straw matting and using water for dust control.

Conclusion: Due to the relatively flat nature of the project site, along with adherence to the General Construction Activity Permit under the NPDES, the Project would result in *less than significant* impact regarding soil erosion and loss of topsoil.

Mitigation Measures: No mitigation measures are required.

Impact #3.6.5 – Instability and Expansive Soils (c): The Project site has flat topography and is distant from any delineated Alquist-Priolo Earthquake Fault Zone as previously discussed.

Inadequate soil and foundation engineering on weak or unconsolidated soils could cause soils and overlying structures to settle unevenly, thereby weakening structural facilities. Low-strength soils subjected to settlement could, over time, cause damage to underground utilities. Structures placed directly on expansive soils could be subject to seasonal shrink-swell effects, causing structural damage and possibly damage to underground utilities. According to the City's General Plan EIR, soils with moderate shrink-swell potential underlie about 2,480 acres within the City, near the Highway 99/198 interchange; north of the St.

Johns River; and near the intersection of Avenue 328 and Road 80. The Project site is not located in the vicinity of any of these areas.

Soils associated with a high risk for expansion are generally characterized as dense material with less air-filled voids and therefore, have a greater potential to undergo volume change. The volume of change is influenced by the quantity of moisture, the kind and amount of clay in the soil, and the original porosity of the soil. According to the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) Web Soil Survey, identified soil on the Project site consists of Nord fine sandy loam at 0 to 2 percent slopes. These soils have a low plasticity and expansion potential when subjected to fluctuations in moisture and a low potential for liquefaction or ground failure.

Conclusion: The proposed Project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project. In addition, compliance with the California Building Standards Codes, as enforced by OSHPD, is critical to assuring liquefaction, subsidence, and differential settlement risks associated with future development are minimized. Based on the known conditions of the soils documented on the project site, risks to life or property as a result of expansive soils are not substantial. Impacts from these criteria are considered *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.6.7 - Wastewater Disposal (e): The proposed Project does not include septic tanks or alternative wastewater disposal systems onsite for the disposal of wastewater. The Project would be served by the City of Visalia wastewater system.

Conclusion: Since there are no septic tanks or alternative wastewater systems proposed and a sewer/wastewater system is available to serve the Project, there is *no impact*.

Mitigation Measures: No mitigation measures are required.

3.7 - Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

Greenhouse gas (GHG) significance thresholds are based on the City of Visalia Climate Action Plan (CAP) (City of Visalia 2013). According to the CAP a 15 percent reduction from new development beyond reductions achieved from adopted regulations is necessary to demonstrate consistency with Assembly Bill 32 and the California Air Resources Board’s Scoping plan. The CAP serves as the threshold of significance within the City of Visalia for climate change impacts, by which all applicable developments within the City will be reviewed. 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 (City of Visalia 2013).

Impact #3.7.1 – Generate greenhouse gas emissions, direct or indirectly, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (a): The Project’s GHG emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as carbon dioxide equivalents (CO₂e) (Attachment A). The proposed Project’s operational CO₂e emissions were estimated using CalEEMod. These emissions are summarized in Table 3.7-1.

Table 3.7-1
Estimated Annual Greenhouse Gas Emissions

Project Emissions	CO2 Emissions metric tons	CH4 Emissions metric tons	N2O Emissions metric tons	Co2e Emissions metric tons
Unmitigated Operations	350.04	1.81	0.002	388.75
Mitigated Operations	285.69	1.81	0.002	324.36
Percent Reduction				16.57
City of Visalia Threshold				15%
Less than significant?				YES

As calculated (see Attachment A), the GHG emissions associated with the proposed Project’s unmitigated and mitigated operations were calculated. Operational mitigation measures evaluated were to account for reduction in mobile emissions due to land use design, including: improved walkability design, improved destination accessibility, increased transit accessibility and traffic calming measures. The benefit of operational mitigation measures would be a 16.57 percent reduction in GHG emissions. The Project would exceed the required City of Visalia 15 percent reduction threshold in order to be considered less than significant, therefore, the Project would not pose a significant impact from GHG emissions.

Conclusion: The Project meets the minimum requirement required by the City of Visalia’s CAP of a 15 percent reduction threshold in order to be considered less than significant. Not only does it meet this requirement, but it surpasses it by reducing emissions by a total of 16.57 percent. Therefore, impacts are considered to be *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.7.2 –Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (b): In response to climate change, many local jurisdictions are now evaluating ways to reduce GHG emissions. The City of Visalia addresses GHG reduction in its General Plan (adopted on October 14, 2014), as well as its Climate Action Plan. The General Plan includes policies that relate directly to Greenhouse Gases and Climate Change.

In addition, the Project is within the jurisdiction of the City of Visalia’s Climate Action Plan. The SPAL/Greenhouse Gas report (Appendix A), prepared for this Project, was completed using the analysis thresholds as set forth in this climate action plan.

The proposed Project is consistent with the feasible and applicable policies in the Air Quality and Greenhouse Gases Element. In addition, the Project is in compliance with the City’s Climate Action Plan. The SJVAPCD notes that projects can reduce GHG emissions through project designs that reduce vehicle miles traveled. The project design features and close proximity to an existing and a new bus stop are consistent with this strategy.

Conclusion: The proposed Project is consistent with all applicable plans and therefore, impacts will be *less than significant*.

Mitigation Measures: No mitigation measures are required.

3.8 - Hazards/Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Response:

Impact #3.8.1 – Create Significant Hazards to the Public (a, b): Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used in equipment during construction. The use of such materials would be considered minimal and would not require these materials to be stored in bulk form. As such, the Project would not create a significant hazard to the public through the routine use, transport, or disposal of hazardous materials. Since hazardous materials will not be stored in bulk form, no impacts are expected regarding potential upset and accidental conditions involving the release of hazardous materials into the environment. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that humans and the environment are not exposed to hazardous materials.

Further, existing regulations requirements, require construction contractor(s) to perform water pollution control work in conformance with the requirements in the SWPPP and Water Pollution Control Program (WPCP) Preparation Manual" (2011) to reduce potential impacts from construction, storage of equipment and vehicles, clean up of concrete, and other construction-related activities.

Hazardous materials (such as pesticides, fertilizers, gasoline, and solvents) commonly used in landscaping and maintenance will be used at the Project site in routine landscaping and other facility maintenance activities. If not properly used and stored, such materials could create hazards. Federal and state laws require labeling of all such materials. The labeling identifies use, storage, and disposal instructions.

Hazardous wastes from medical procedures are isolated from other operating wastes and disposed of by a specialty company licensed for their transport and disposal.

Conclusion: With compliance with Federal and state laws, this impact will be reduced to *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.8.2 - Hazards within One-Quarter Mile (c): There are no schools, existing or proposed, within one-quarter mile of the Project site.

Conclusion: *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

Impact #3.8.3 - Be located on a site included on a list of hazardous materials sites (d): According to the California Department of Toxic Substances Control, EnviroStor program, the Project site is not included on any list of hazardous material sites or within 1 mile of a hazardous materials site and would not create a significant hazard to the public or the environment.

Conclusion: As the site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, there is *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.8.4 - Airport Land Use (e, f): The Project site is not within an airport land use plan or located within 2 miles of a public airport. The Hospital's helipad is located adjacent to the proposed Hospital Emergency Services Expansion Project. However, the project's close proximity to the helipad will not create a new safety hazard for people residing or working in the Project area.

Conclusion: Because the proposed Project site is not located within 2 miles of a public or private airport or airstrip, there is a *less than significant impact* related to project proximity to an airport or airstrip.

Mitigation Measures: No mitigation measures are required.

Impact #3.8.5 - Emergency Response Plans (g): According to the City's General Plan, Visalia is one of 11 member jurisdictions of a Multi-Jurisdictional Local Hazards Mitigation Plan (MJ-LHMP) led by the Tulare County Office of Emergency Services. The MJ-LHMP is a formal document designed to significantly reduce loss of life and injuries resulting from a disaster; minimize damage to structures and property, as well as destruction of essential services and activities; protect the environment; and promote hazard mitigation as an integrated public policy.

Conclusion: The proposed Project will not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The Project would have a *less than significant* impact on emergency response and evacuation plans.

Mitigation Measures: No mitigation measures are required.

Impact #3.8.6 - Public Risk Due to Wildfires (h): Surrounding land uses in the vicinity of the proposed Project are built-up urban uses and are not subject to high levels of risk from wildland fires.

Conclusion: The Project site is not in an area that is at risk from wildland fires and therefore, would have *no impact* regarding exposure of people or structures to wildland fires.

Mitigation Measures: No mitigation measures are required.

3.9 - Hydrology/Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete ground-water supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

Impact #3.9.1 – Violate any Water Quality Standards or Waste Discharge Requirements (a):

At the time of project development project, the District will be required to submit a Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board to obtain a NPDES General Construction permit. The SWPPP will include Best Management Practices (BMPs) to control erosion and siltation in order to prevent water quality degradation.

Conclusion: Implementation of an approved SWPPP and required compliance with City stormwater standards, which include inspections and enforcement, will prevent violation of water quality standards. All wastewater from the project is directly discharged to the City’s sanitary sewer system, or through a building decontamination tank, for treatment to tertiary levels at the City wastewater treatment facility in accord with waste discharge requirements. This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.9.2 – Substantially Deplete Ground-Water Supplies or Interfere Substantially with Groundwater Recharge (b):

Groundwater Supplies

Groundwater in Tulare County is present in valley deposits of alluvium that are several thousand feet thick and occurs in both confined and unconfined conditions. Mill Creek, and other river distributaries and irrigation canals in the area, are intimately tied to the regional groundwater system. They function as an influent or “losing” stream during the winter when stream flow feeds the groundwater and an effluent or “gaining” stream during the summer when the groundwater feeds the stream. Further groundwater replenishment occurs from deep percolation irrigation and from water recharge basins.

The depth to groundwater varies significantly throughout the valley floor area of Tulare County. In the area around Visalia, depth to groundwater varies from about 120 feet below ground surface along the western portion of the city to approximately 100 feet below ground surface to the east, as measured in spring 2010. Groundwater levels measured in the city have declined since the 1940s, from approximately 30 feet below ground surface in 1940 to 120 feet below ground surface in 2010 (Dyett & Bhatia, 2014).

According to the Department of Water Resources, current groundwater depths within proximity of the Project range between 180 to 190 feet.

Groundwater Quality

Water quality of the groundwater that underlies the City is excellent for domestic and agricultural uses due to the snowmelt runoff from the Sierra Nevada. It is the source of drinking water for City residents. The primary constituents of concern are total dissolved solids (TDS), nitrate, arsenic, and organic compounds. Water quality typically deteriorates west of SR-99.

According to the California Water Service Company's (Cal Water) 2010 Urban Water Management Plan (UWMP) the drinking water from groundwater wells that is delivered to customers in the Visalia District meets or surpasses all federal and state regulations. The quality of groundwater produced in the Visalia District's active wells can vary depending on location. Several wells have been tested to produce water that exceeds the secondary standard (based on aesthetics) for manganese; however, these wells have either been taken out of service or treated to reduce the contaminant level in the water delivered.

Some wells have been found to contain concentrations of volatile organic compounds (VOCs), particularly nitrate trichloroethylene (TCE), tetrachloroethylene (PCE) and carbon tetrachloride (CTC), which have, on occasion, exceeded the maximum contaminant level (MCL) for these substances. Cal Water is increasing its monitoring of pesticides (DBCP), nitrate, arsenic, and pentachlorophenol. In all cases if the concentration of any regulated compound exceeds the maximum contaminant level (MCL), the wells are taken out of service or appropriate treatment technologies are applied to remove the contaminant (Dyett & Bhatia, 2014).

Effects of the Project

The Project will connect to the existing 8-inch water line that is operated and maintained by the California Water Service Company on Locust Street. Two connections will be provided – one for fire service and the other for domestic water supply. Additionally, the Project would have an on-site 5,000-gallon water tank capable of delivering potable water for a duration of 72 hours, if needed.

The construction of the Project site would maintain its impervious nature. Runoff will be directed to the 18-inch storm drain line which is maintained and operated by the City of

Visalia Public Works Department located within the abandoned public right-of-way of Willow Street.

The Project will replace an existing sewer line terminating in the City wastewater service line in the abandoned Willow Street right-of-way. The wastewater disposed of to the City's wastewater treatment facility and treated in accordance with appropriate state and local standards.

Compliance with adopted Building, Green, Plumbing and Water Codes which are included within the California Building Standards Code will be required along with payment of impact fees as required for development within the City of Visalia. Enforcement of a City water efficient landscaping ordinance further reduces impacts related to development features.

Conclusion: Based on the analysis above, *less than significant* has been identified.

Mitigation Measures: No mitigation measures are required.

Impact #3.9.3 - Surface Water, Storm Water (c, d, e): The site is relatively flat and has been previously developed as a parking lot. Runoff on the site will continue to drain to the 18-inch storm drainage facilities located within Willow Street. The project does not propose to redirect runoff flows, alter existing drainage patterns of the currently developed site or generate runoff which would exceed the capacity of on-site storm water drainage systems or provide substantial additional sources of polluted runoff.

Conclusion: The Project is not expected to alter existing drainage patterns on the proposed project site and there is no potential for substantial erosion or siltation. Additionally, as discussed above, the project proponent will be required to submit a Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board to obtain a NPDES General Construction permit. The SWPPP will include Best Management Practices (BMPs) to control erosion and siltation and prevent water quality degradation. These impacts are *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.9.4 - Water Quality (f): Water quality impacts have been discussed in Impacts 3.9.1 through 3.9.3 above.

Conclusion: With connection to the existing storm drainage infrastructure at the time of construction and implementation of an approved and permitted SWPPP, this impact would be *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.9.5 - Flood Hazard (g, h): Visalia experienced major floods in 1950, 1955, 1966 and 1969. Waterways in the City have historically be used for flood control, storm water conveyance, riparian and recreational uses. The city maintains parks and detention ponds that serve to detain storm water runoff when significant storm events occur. FEMA updated

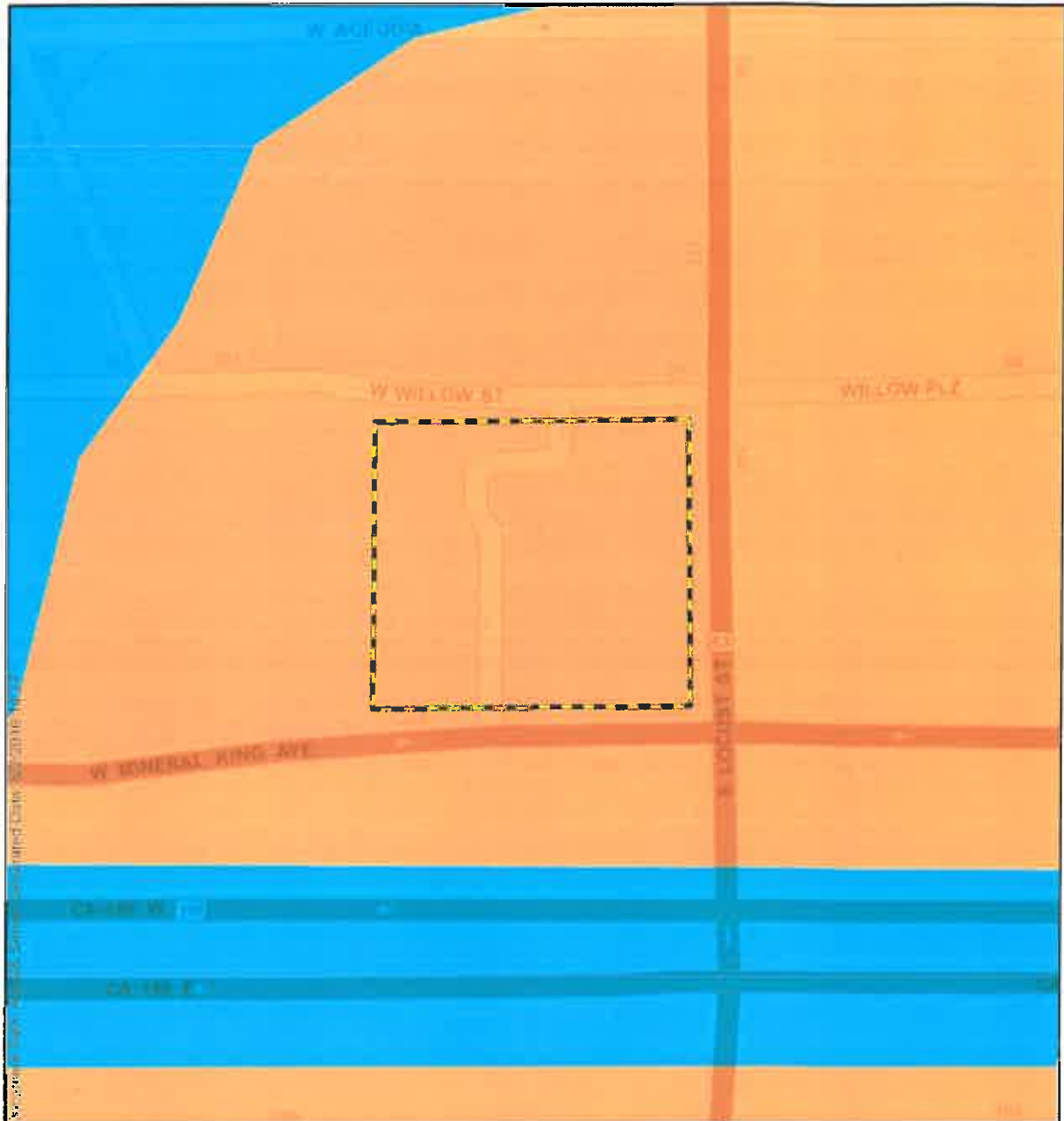
the Flood Insurance Rate Map (FIRM) panels of the City of Visalia in 2009, due to the construction of many infrastructure improvements, to capture and convey storm water within the city. The previously-dated FIRM panels (1994/1998) had identified much larger areas of the city as prone to the 100-year flood. The more recent data, as shown on the 2009 FIRMs, show significantly more areas in the city as protected from the 100-year event.




The Project site is located in FEMA Flood Zone X. FEMA describes Flood Zone X as an area outside the 500-year flood, which means it has a less than 0.2 percent chance to flood annually (Figure 3.9-1). The proposed project would not impede or redirect flood flows. The potential for exposure of people or structures to flooding at this location is minimal and the proposed project will not result in additional risk of loss, injury, or death involving flooding.

In addition, the project site is not located in an area that would result in an inundation by seiche, tsunami, or mudflow.

Conclusion: The proposed project site and surrounding lands are not located in the 100-year flood zone and no major waterways are located in the vicinity of the Project site. The only existing waterway is an existing ephemeral stream, Mill Creek traversing the Hospital grounds that has been partially undergrounded and partially walled as part of development in the area. It is located north and west of the Project site. Additionally, the site is not located in an area susceptible to seiches, tsunami or mudflows. *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.



-  Project Site
-  1% Annual Chance Flood Hazard
-  0.2% Annual Chance Flood Hazard



QK Sources: FEMA NHFL Dataset
ESRI Sources: Esri, HERE, DeLorme, Intsmap, Incontinent P Corp.,



Figure 3.9-1
FEMA Flood Zones

Impact #3.9.6 - Dam Failure Inundation (i): According to the Draft Environmental Impact Report (EIR) for the City of Visalia General Plan, the entire city limits, for the most part, would be inundated if Terminus Dam, which is located approximately 17 miles northeast of the project site, were to fail. Only some city territory west of SR-99 would not be affected by such an event. The construction, maintenance and operation of Terminus Dam by the Army Corps of Engineers militates against the likelihood of dam failure. The extended time of dam failure flood water impacting the City, 4 to 6 hours, reduces potential risk.

Conclusion: The proposed Project site is located within an inundation area in the event of a dam failure; however, this impact is considered *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.9.7 - Seiche/Tsunami/Mud Flow (j): A seiche is an oscillation of the surface of a landlocked body of water (as a lake) that varies in period from a few minutes to several hours (Merriam-Webster), generally caused by seismic activity. It is unlikely that a seiche could achieve a height that would threaten structures within the proposed project site due to the low potential for seismic activity in the vicinity and absence of a large water body in proximity to the site. The proposed Project site is separated from the Pacific Ocean by a distance of over 100 miles and the coastal mountain range and is not subject to the threat of a Tsunami. The proposed Project site has minimal sloping (less than 1%) which virtually eliminates the possibility for a mudflow.

Conclusion: No water bodies in the vicinity of the proposed Project site could cause flooding by seiche or tsunami. Due to the location and the relatively flat terrain, there is no potential for mudflow. *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

3.10 - Land Use/Planning

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

Impact #3.10.1 - Divide Established Community (a): The Project site is located at the existing Kaweah Delta Medical Facility. Emergency services facilities expansion on the existing Hospital campus would not result in modification to surrounding land uses in the vicinity.

Conclusion: The Project will not physically divide an established community. *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

Impact #3.10.2 - Conflict with Land Use and Zoning (b): The proposed expansion is included within the Kaweah Delta Hospital Master Plan area. The Project is consistent with the General Plan Land Use and Zoning Designations for the site (see Figures 3-1 and 3-2).

Conclusion: The proposed Project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

Impact #3.10.3 - Conservation Plan (c): The proposed project does not fall within an approved habitat conservation plan area except for the City's Oak Tree Preservation Ordinance. There are no oak trees located on the Project site.

Conclusion: There will be *no impact*.

Mitigation Measures: No mitigation measures are required.

3.11 - Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

Response:

Impact #3.11.1 - Mineral Resources (a, b): According to the City's General Plan, the most economically significant mineral resources in Tulare County are sand, gravel, and crushed stone, used as sources for aggregate (road materials and other construction). The two major sources of aggregate are alluvial deposits (river beds, and floodplains), and hard rock quarries. Consequently, most Tulare County mines are located along rivers at the base of the Sierra foothills. The City of Visalia contains three former sand and gravel mines, but no currently operating mines and no designated Mineral Resource Zones.

Conclusion: The absence of important mineral resources in the City results in *no impact* to, or loss of, known mineral resources of value to the region or to the local jurisdiction.

Mitigation Measures: No mitigation measures are required.

3.12 - Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

Response:

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough, they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. As a result, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is

taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by the A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. Noise levels referenced in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

Table 3.12-1 depicts the Noise Level Standards for Exterior Fixed Noise Sources for Visalia.

**Table 3.12-1
Exterior Noise Standards – Fixed Noise Sources (dBA)**

Category	Cumulative Number of minutes in any one-hour time period	Evening and Daytime 6 a.m. to 7 p.m.	Nighttime 7 p.m. to 6 a.m.
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Source: Title 8 – Health and Safety, Section 8.36.040 – Noise of the City's Municipal Code.

Listed below are City noise standards that may be applicable to the proposed Project as it relates to exterior noise generation next to sensitive receptors during the construction and operational phases.

Section 8.36.050 – “It is unlawful to operate any of the below-listed devices, appliances, equipment or vehicles on public or private property abutting noise sensitive land uses between the weekday hours of seven p.m. and six a.m., and between the weekend hours of seven p.m. and nine a.m.”

...Construction equipment including jackhammers, portable generators, pneumatic equipment, trenchers, or other such equipment, except for emergency repair purposes ...

Table 3.12-2 lists the Residential Interior Noise Level Standards.

**Table 3.12-2
Residential Interior Noise Level Standards (dBA)**

Category	Cumulative Number of minutes in any one-hour time period	Evening and Daytime 6 a.m. to 7 p.m.	Nighttime 7 p.m. to 6 a.m.
1	5	45	35
2	1	50	40
3	0	55	45

Source: Title 8 – Health and Safety, Section 8.36.040 – Noise of the City’s Municipal Code.

Impact #3.12.1 - Exposure of persons to or generation of noise levels in excess of standards (a): For the purposes of evaluating noise impacts to new projects, the criteria contained within the Safety and Noise Element of the City’s General Plan, as well as Section 8.36 Noise, of the Municipal Code were used. Section 8.36 of the City’s Municipal Code contains the City’s noise ordinance, which establishes exterior and interior noise level standards. Standards are measured in terms of the cumulative number of minutes in any one-hour time period during which a noise level may be exceeded. Lower noise levels (measured in dBA) may be exceeded for longer periods. Separate thresholds are established for daytime (6 a.m. to 7 p.m.) and nighttime (7 p.m. to 6 a.m.) hours. Under the current Ordinance, interior noise levels should not exceed 70 dBA during evening and daytime and 65 dBA during the nighttime, for any period of time. Exterior noise levels should not exceed 55 dBA and 45 dBA, respectively. According to the City’s General Plan, the acceptable outdoor activity noise levels for a Hospital is 65 dB for transportation noise sources.

The proposed Project is located within the existing Kaweah Delta Medical Center in the City of Visalia, adjacent to FWY 198. The hospital itself would be considered a sensitive receptor; however, no other sensitive receptors are located within the vicinity. While construction activities would have the potential for exposing people to noise levels in excess of acceptable noise standards, the construction period will be intermittent and short-term in nature.

To further evaluate the impact of construction noise, even short-term and during daylight hours, measurements were taken. Results of such measurements are depicted in Table 3.12-3.

Table 3.12-3
Noise Attenuation Measurements¹

Outside at Hospital Entrance on Mineral King		
Time	Reading	Notes
7:56 a.m.	68 to 76 dB	Lawnmower operating between monitor and street traffic
8:05 a.m.	63 to 66 dB	
5:06 p.m.	64 to 66 dB	
5:08 p.m.	66 to 69 dB	
5:10 p.m.	62 to 66 dB	
Hospital Interior, Window Overlooking Hospital Entrance on Mineral King (second story)		
8:00 a.m.	44 to 46 dB	
5:13 p.m.	44 to 46 dB	Stairwell very busy with foot traffic, doors opening/closing
5:16 p.m.	44 to 46 dB	
5:18 p.m.	44 to 46 dB	

Conclusion: While the proposed Project has the potential to increase noise and expose people on the Project site or in the Hospital to additional noise during the construction phase, such construction would only occur during allowable hours of the day to ensure that noise impacts to the site users and surrounding uses would be *less than significant*. In addition, the construction period would be short-term, therefore, there would be no long-term generation of noise levels in excess of allowable standards.

Mitigation Measures: No mitigation measures are required.

Impact #3.12.2 - Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (b): Construction activities within the proposed Project site would not be expected to involve the use of explosives or other intensive construction activities that could generate excessive groundborne vibration or noise. Excavating and paving equipment will generate some minor vibration only on a short-term basis; therefore the proposed Project would not generate excessive groundborne vibration.

Conclusion: Any potential groundborne vibration and noise during construction activities will be intermittent and temporary. This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.12.3 - Permanent Ambient Noise Levels (c): While there is potential for a temporary increase in ambient noise above current levels during construction activities, the proposed expansion will not result in any increase in ambient noise which is principally

¹ June 8, 2016

generated by existing surrounding urban uses, street traffic, and SR-198 adjacent to the Project site.

Conclusion: This impact is *less than significant*

Mitigation Measures: No mitigation measures are required.

Impact #3.12.4 – Temporary or periodic ambient noise levels (d): Construction of the Project includes an approximately 13,465 SF one-story addition to the east and south sides of the existing Emergency Department (ED) and remodeling of the existing ED facilities within the existing hospital structure.

Typical construction equipment would include tractors, forklifts, and miscellaneous equipment (e.g., pneumatic tools, generators and portable air compressors). Noise levels generated by this type of construction equipment at various distances from the noise source are shown in Table 3.12-4. Alternation of noise generated adjacent to the Hospital has been measured and found to decrease interior noise levels by 20 dBA to less than significant levels (Table 3.12-4).

**Table 3.12-4
Estimated Construction Noise Levels**

Construction Equipment	Typical Noise Level (dBA) (Distance from source)		
	50 feet	100 feet	1.0 mile
Pneumatic tools	85	79	45
Truck (e.g., dump, water)	84	78	48
Concrete mixer (truck)	85	79	45
Scraper	85	79	48
Bulldozer	85	79	48
Backhoe	80	74	40
Portable air compressor	80	71	40

Source: Federal Highway Administration *Construction Noise Handbook*, 2006

Noise levels generated from construction activities decrease with increasing distance from the noise source; generally, noise levels reduce by six decibels for every doubling of distance from the source. Although construction equipment may temporarily increase the ambient noise environment, it would be intermittent and will only occur during the hours of 7:00 a.m. to 7:00 p.m., therefore not creating a significant temporary increase.

Conclusion: Construction activities would be temporary in nature and would occur during daytime hours as permitted in the City’s Noise Ordinance. Noise levels generated from construction activities are expected to be *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.12.5 - Airport Noise (e, f): The Visalia Municipal Airport is located 4 miles west of the center of the City of Visalia and within the City limits at an elevation of 295 feet mean sea level. The Airport is located adjacent to the intersection of SR-99 and SR-198, two significant roadways serving the area. According to the Tulare County Comprehensive Airport Land Use Plan, the proposed Project site is not located within the Visalia Municipal Airport Map zones.

The Hospital's helipad is located adjacent to the Project site. There has been no reported significant impact from helicopter pad usage; the required flight pattern does not transect the Hospital's aerial footprint. In the absence of such reported impacts, increased helicopter emergency transportation associated, in part, with the Emergency Services expansion and additional usage may similarly be concluded not to create a significant noise impact.

Conclusion: *No significant impact* has been identified.

Mitigation Measures: No mitigation measures are required.

3.13 - Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

Impact #3.13.1 - Population Growth and Displacement (a): The proposed Project would consist of constructing and operating an approximate 13,465 SF one-story addition to the east and south sides of the existing Emergency Department (ED) and remodeling the existing ED facilities within the adjacent existing hospital structure. Improvements also include parking and landscape facilities. The purpose of the expansion Project is to accommodate existing hospital patients and will not result in inducing substantial population growth not already identified and mitigated within the City of Visalia General Plan.

Conclusion: No direct or indirect substantial population growth beyond that planned by the adopted City General Plan is expected to result from development of the proposed Project. *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

Impact #3.13.2 - Housing (b, c): Development of the proposed Project will not displace housing or people. Expansion and associated improvements will be located on the existing Kaweah Delta Hospital site. Although construction of the Project has the potential to create a housing demand for construction workers hired, the limited size of the construction makes it likely that the majority of project construction workers already reside within the Visalia community.

Conclusion: *No impact* has been identified.

Mitigation Measures: No mitigation measures are required.

3.14 - Public Services

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact, in order to maintain acceptable service ratios for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

Impact #3.14.1 – Fire Protection Services (a): The Visalia Fire Department (VFD) handles emergency and fire calls within the city. According to the 2015 Fire Department Annual Report, there were 14,065 calls for service, with 523 of those calls being fire-related. This was an increase from the 12,513 calls for service in 2014.

Conclusion: The proposed Project expansion and associated improvements would not impact the Fire Department’s response time in addressing calls for assistance. Build-out of the Project will not result in an increase in residential population or an increase in Hospital patients or visitors, but would be constructed to better serve the existing and future number of emergency services patients as projected in the Hospital’s Master Plan. Therefore, calls for service will not be impacted. There would be *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.14.2 – Police Protection (b): The Visalia Police Department (VPD) provides police protection in the City of Visalia and collaborates with other law enforcement agencies and the District Attorney’s office on crime prevention. Police headquarters is at 303 South Johnson Street in Downtown Visalia, adjacent to City Hall West. In 2007, the Department

opened two substations. The District 1 substation, serving northern Visalia, is located at 204 Northwest 3rd Avenue, near Lincoln Oval. District 2, at 4100 South County Center Drive, serves the southern part of the city. According to the 2015 Annual Police Department Report, there are currently 140 sworn officers.

Conclusion: The proposed Project would not impact the Police Department's response time in addressing calls for assistance. The Project will not result in an increase in residential population or an increase in Hospital patients or visitors, but would be constructed to better serve existing and future emergency services patients. Therefore, calls for service will not be impacted. There would be *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.14.3 – School Facilities (c): Visalia Unified School District (VUSD) governs 25 elementary schools, a language center, four middle schools, four comprehensive high schools, a continuation high school, an adult school, a charter alternative academy, a charter independent study school, a K-8 charter home school, a charter technical education school, and a school that serves orthopedic handicapped students. Over 32,000 students Pre-K to adult are served through the VUSD.

Conclusion: The proposed Project expansion and associated improvements would not impact student enrollment at any education facilities within the City of Visalia. Build-out of the Project will not result in an increase in residential population, but rather, would be constructed to better serve the existing number of Hospital patients. Therefore, this Project will not generate an increase in population that would impact current school facilities or result in the need to construct new facilities. There would be *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.14.4 – Park Facilities (d): Visalia classifies parks and public open space into five general categories; Pocket Park, Neighborhood Park, Community Park, Large City Park, and Natural Corridors and Greenways. Visalia's 2030 General Plan defines an overall parkland standard of 7.6 acres per 1,000 residents. This total consists of separate standards for city parks, school sites, and private open space. In 2010, with an estimated population of 126,000 and 628 acres of city parks, Visalia's ratio of city parks per 1,000 residents was 5.0.

Conclusion: The proposed Project expansion and associated improvements would not impact park facilities within the City of Visalia. Build-out of the Project will not result in an increase in residential population, but rather, would be constructed to better serve the existing number of Hospital patients. Therefore, this Project will not generate an increase in population that would impact existing or future parks. There would be *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.14.5 – Other Public Facilities (e): This Project will not generate an increase in population that would impact any other public facilities.

Conclusion: There would be *no impact*.

Mitigation Measures: No mitigation measures are required.

3.15 - Recreation

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Response:

Impact #3.15.1 - Recreational facilities (a, b): According to the 2030 General Plan, Visalia has 19 neighborhood parks, as well as 17 pocket parks, dispersed throughout the city. Four community parks provide a fuller range of community amenities or are co-located with community centers and range from approximately 9 to 14 acres. Three larger facilities, Plaza Park, Mooney Grove Park, and Riverway Sports Park, are located at the periphery of the City. The St. Johns Riverway forms much of the northern edge of the city. Altogether, there are approximately 678 acres of parkland within the city. Tulare County’s Cutler Park provides another 50 acres at the east edge of the Planning Area, while Plaza Park Golf Course provides specialized recreation for a fee; neither of these is counted as park acreage.

Visalia’s 2030 General Plan defines an overall parkland standard of 7.6 acres per 1,000 residents. This total consists of separate standards for city parks, school sites, and private open space. In 2010, with an estimated population of 126,000 and 628 acres of city parks, Visalia’s ratio of city parks acreage per 1,000 residents was 5.0.

Conclusion: The proposed Project expansion and associated improvements would not impact park or recreational facilities within the City of Visalia. The Project will not result in an increase in residential population, but would be constructed to better serve existing and future emergency services patients. Therefore, this Project will not generate an increase in population that would impact existing or future parks and recreational facilities. There would be *no impact*.

Mitigation Measures: No mitigation measures are required.

3.16 - Transportation/Traffic

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

This section analyzes the existing transportation system in the area of the proposed Project and addresses potential transportation and circulation impacts resulting from ultimate development of the proposed Project site. This section includes a brief description of the physical transportation setting, the analysis methodology and the impact analysis of traffic operations. It examines roadway, transit, bicycle and pedestrian components of the affected transportation system.

Impact 3.16.1 – Conflict with applicable plan, ordinance or policy (a): The Project is proposed to be constructed within an existing developed area adjacent to Locust Street and Mineral King Avenue. Locust Street is classified as an existing arterial within the Visalia General Plan Circulation Element (Circulation Element). Arterial streets collect and distribute traffic from freeways and expressways to collector streets and vice versa. Mineral King Avenue is classified as an existing collector within the Circulation Element. Collector streets connect local and arterial streets and provide direct access to parcels. Both of these roadways are State facilities that are maintained by the California Department of Transportation (Caltrans).

Typically, trip generation is based on trip generation rates per the Institute of Transportation Engineer’s (ITE) Trip General Manual. The 9th Edition of the ITE Trip Generation Manual provides trip rates for Hospital facilities. Use of the average rates for Hospital facilities (Land Use Code 610) from the ITE Trip Generation Manual is appropriate for determining the Project’s trip generation associated with the expansion. The Project’s estimated daily, AM peak hour, and PM peak hour trips are provided in Table 3.16-1.

**Table 3.16-1
Kaweah Delta Emergency Services Expansion Trip Generation (VRPA)**

LAND USE	Quantity	DAILY TRIP ENDS (ADT)		AM PEAK HOUR					PM PEAK HOUR				
		RATE	VOLUME	RATE	IN-OUT SPLIT	VOLUME			RATE	IN-OUT SPLIT	VOLUME		
						IN	OUT	TOTAL			IN	OUT	TOTAL
Hospital (610)	13,465 Sq.Ft.	13.22	178	0.95	63:37	8	5	13	0.93	38:62	5	8	13
TOTAL PROJECT TRIPS			178			8	5	13			5	8	13

Based on the ITE Trip Generation Manual, the Kaweah Delta Expansion Project will generate just 13 total AM Peak and PM Peak hour trips. (Even these calculated peak hour trip rates are higher than the actual probable number of such trips because of the predominance of nighttime and weekend emergency services demands.) The purpose of the expansion is not to increase the number of patient visits, but rather to more efficiently serve and provide quality care to the high volume of patients the emergency services facility is experiencing. The Project will not cause any impacts to the surrounding roadway circulation system given the very minimal amount of traffic the additional 13,465 square feet will generate. Based on the information provided above and Caltrans’ *Guide for the Preparation of Traffic Impact*

Studies, the proposed Kaweah Delta Expansion Project does not warrant a Caltrans Transportation Impact Study (TIS). Given the minimal amount of traffic generated by the expansion Project and the fact any trips are anticipated to occur at off peak hours, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

Additionally, the Project may be subject to transportation impact fees of the City of Visalia for new construction. These fees would mitigate the Project's fair share contribution of traffic to local roadway projects throughout the City. The payment of a fair share amount further limits the impacts of the Project to transportation and circulation in the area.

Conclusion: Based on the significance criteria described above, the Project would not conflict with an applicable plan, ordinance, policy or congestion management program. This impact is *less than significant*.

Mitigation Measures: There is no impact related to compliance with such plans, ordinances, policies or programs.

Impact #3.16.2 – Congestion management program or other established standards (b): Neither Tulare County nor the City have a Congestion Management Program. Therefore, no Project impacts related to congestion management have been identified.

Conclusion: There are *no impacts* to any applicable congestion management programs or other standards established by the county or any congestion management agency.

Mitigation Measures: No mitigation measures are required.

Impact #3.16.3 – Air Traffic Patterns (c): The project is not within an airport land use planning area, nor is it located within 2.5 miles of any public or private airstrip. The site is adjacent to and served by the existing helipad. It would not increase helicopter traffic to the facility absent a non-project related redesignation from a Trauma III to a Trauma I facility and program.

Conclusion: There are *no impacts* to air traffic patterns from this project.

Mitigation Measures: No mitigation measures are required.

Impact #3.16.4 – Substantially increase hazards due to a design feature or incompatible uses (d): The Project does not propose any design features that would substantially increase hazards to vehicular access to the site or its surroundings. Additionally, the Project is not incorporating any incompatible uses at the Project site. The Project is in conformance with current zoning and land use designations for the site. Additionally, the proposed Project site was subject to a site plan review, at which time, the City determined that the Project would not create any on-site hazards, design features or incompatible uses that would need to be redesigned.

Conclusion: There are *no impacts* relating to such increases in hazards.

Mitigation Measures: No mitigation measures are required.

Impact #3.16.5 – Result in inadequate emergency access (e): Project site access points will continue to be along Locust Street and Mineral King Avenue, and for ambulance service, Acequia Street. The driveway access points currently exist and are not proposed to be relocated. Consequently, no change is anticipated in access to the site as part of the proposed Project.

Conclusion: The proposed project will not result in inadequate emergency access to the Project site, nor will it obstruct emergency access to the surrounding areas. Therefore, there is *no impact*.

Mitigation Measures: No mitigation measures are required.

Impact #3.16.6 – Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (f): Implementation of the proposed Project is not in conflict with any policies, plans, or programs related to transit, bicycle, or pedestrian facilities. As the Project is not, itself, generating any new patient demand beyond what was contemplated within the Hospital Master Plan or growth envisioned in the Visalia General Plan, it will not increase demand for transit, bicycle, pedestrian facilities or other alternative transportation modes. Additionally, the proposed Project site was subject to a City site plan review, at which time, the City determined that the Project would not conflict with any facilities associated with alternative modes of transportation. The City will install a new bus stop on Mineral King Avenue accessible to Hospital and Emergency Services patients and visitors. Any project-related offsite pedestrian improvements would be subject to approval of Caltrans.

Conclusion: There is *no impact* on public transit, bicycle or pedestrian facilities.

Mitigation Measures: No mitigation measures are required.

3.17 - Utilities/Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

Impact #3.17.1 – Exceed wastewater treatment requirements (a): Wastewater generated from the Project will be disposed of through utilization of the existing sewer lines in proximity to the area along Willow Street that currently service the existing hospital facility. The Project would require extension of existing lines or construction of new lines to the

conveyance system which is present within proximity to the site. Disposal and treatment of wastewater would occur at the City of Visalia wastewater treatment plant which has available capacity and is in compliance with Regional Water Quality Control Board standards and regulations.

Conclusion: This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.17.2 – Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities (b):

The City's groundwater supply is pumped and distributed by California Water Service Company (Cal Water). The City, Cal Water, and other agencies in the area, work together in importation of surface water for the purpose of recharging the Kaweah Sub-basin's groundwater, offsetting declines in groundwater elevations. Based on an assessment of water supply reliability, Cal Water concluded in the 2010 Urban Water Management Plan: Visalia District (UWMP) that it will be able to supply its customers' full service demand in the future. The Kaweah Sub-basin continues to be un-adjudicated at this time.

Cal Water's Visalia District supply wells extract groundwater from the Kaweah Groundwater Sub-basin. The Cal Water system includes 75 operational groundwater wells, about one third of which have auxiliary power for backup. There are 519 miles of main pipeline in the system, ranging in size from two inches in diameter to 12 inches in diameter. The Cal Water system includes chlorination facilities, two elevated 300,000-gallon storage tanks, an ion exchange treatment plant, four granular activated carbon filter plants and one nitrate blending facility.

In 2015, the City upgraded its wastewater treatment facilities to discharge tertiary-level effluent, including denitrification. As part of the plant upgrade the City discontinued the discharge of disinfected secondary effluent to Mill Creek and diverted the tertiary plant discharge to City-owned Basin No. 4, to a Tulare Irrigation District channel, and for irrigation purposes east of State Route 99. This new plant has a 22 million gallon per day (mgd) capacity. An updated RWQCB permit for the facilities, reflected a 22 mgd capacity. When the plant has completed expansion to 26 mgd, a new permit will be issued to reflect that value.

The Project will pay impact fees, as required by City ordinance, to finance any future capacity expansion.

No significant expansion of either the water system or the wastewater systems will be required by the Project.

Conclusion: This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.17.3 – Require or result in the construction of new storm water drainage facilities or expansion of existing facilities (c):

Stormwater runoff generated the Project site will be disposed through diversion of the runoff into gutters and inlets within the right-of-way surrounding the site. The runoff is then conveyed through existing stormwater pipes to basins within the City for retention. The Project would again be required to provide payment of impact fees as part of the permit approval process contributes a fair share amount towards the future construction of identified stormwater infrastructure, as need arises.

Conclusion: This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.17.4 – Have sufficient water supplies available to serve the project (d): Ultimate development of the proposed Project will result in groundwater demand to be addressed by the extension and connection to the California Water Service Company water system. Refer to section 3.9 Hydrology/Water Quality for additional analysis.

Conclusion: This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.17.5 – Wastewater treatment provider which serves or may serve the project has adequate capacity to serve the project (e): Wastewater generated by the Project site will be processed through the extension and connection to the City's wastewater system. There is adequate capacity at the WCP for the wastewater to be generated by the Project.

Conclusion: This impact is *less than significant*.

Mitigation Measures: No mitigation measures are required.

Impact #3.17.6 – Be served by a landfill with sufficient permitted capacity to accommodate the project (f): The City of Visalia provides refuse collection for residential customers and commercial customers, and contracts with Sunset Waste Systems to provide recyclable material processing. The City actively encourages commercial recycling and provides refuse, green waste and recycling bins or boxes to the commercial accounts it services. It also has a construction and demolition debris recycling and reuse plan requirement.

Regionally, the Tulare County Resource Management Agency manages solid waste disposal, including household hazardous waste disposal, electronics recycling, tire recovery, yard waste recycling, metal recycling and appliance recovery programs. The county landfills approximately 300,000 tons of waste per year, equivalent to about 5 pounds per person per day, at three landfills, including the Visalia Landfill northwest of Visalia.

There are three existing landfills within Tulare County that would be able to serve the solid waste of the Project. The Project would be subject to the same solid waste disposal program to which the existing hospital facility is subject. The existing landfills have sufficient capacity to accommodate the amount of solid waste generated by the expansion.

Conclusion: This impact is *less than significant*

Mitigation Measures: No mitigation measures are required.

Impact #3.17.7 – Comply with federal, state, and local statutes and regulations related to solid waste (g): The Project will comply with all federal, state and local statutes and regulations relating to solid waste. The Project would continue to participate in the City's solid waste program and adhere to existing laws that regulate operations and disposal. Hazardous material disposal is provided by Atlas Environmental Solutions, Inc., of Fresno, California, a firm which specializes in this type of service; such wastes are disposed of at appropriately licensed facilities for such waste.

Conclusion: This impact is *less than significant*

Mitigation Measures: No mitigation measures are required.

3.18 - Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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 an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have possible 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"/>

Response:

a) The California Natural Diversity Database (CNDDB) search on May 3, 2016 did not indicate any recent sitings of a candidate, sensitive or special status species within a mile of the project site. According to the search results, a Western yellow-billed cuckoo was spotted within 1 mile of the Project site in the year 1919. A western pond turtle was spotted within 1 mile of the Project site in 1961.

Because the Project site has been substantially disturbed due to previous site grading, construction, and operational uses, and its location in the middle of a large urban area, no impacts to sensitive species or cultural resource as a result of the proposed Project will occur. Furthermore, the Project site does not contain wetlands or other sensitive natural communities and is located adjacent to existing development and SR-198. This impact is *less than significant*.

b) The Project is located within an urban built environment, with SR-198 immediately south of the site. Due to the surrounding area being fully developed, there are not many opportunities for new construction to occur. Therefore, this Project combined with any construction projects in the surrounding area does not have the potential to cumulatively create a significant impact. As previously concluded in the analysis above, the Project is not considered to result in impacts that would be considered to be *cumulatively considerable*. Therefore, cumulative impacts are considered to be *less than significant*.

c) The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts are considered to be *less than significant*.

SECTION 4

MITIGATION REPORTING/MONITORING PROGRAM

SECTION 4 - MITIGATION REPORTING/MONITORING PROGRAM

4.1 Introduction

State and local agencies are required by *Section 21081.6* of the *California Public Resources Code* to establish a monitoring and reporting program for all projects that are approved and that require CEQA processing.

Local agencies are given broad latitude in developing programs to meet the requirements of *Public Resources Code Section 21081.6*. The mitigation monitoring program outlined in this document is based upon guidance issued by the Governor's Office of Planning and Research.

The mitigation monitoring and reporting program for the proposed project corresponds to mitigation measures contained in the project Mitigated Negative Declaration (MND). The Program summarizes the environmental issues identified in the MND, the mitigation measures required to reduce each potentially significant impact and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

4.2 The Program

Impact Number	Mitigation Measure	Implementing Agency	Monitoring Agency	Level of Significance After Mitigation
3.5 Cultural Resources				
3.5.1	Mitigation Measure #3.5-1: The District shall incorporate into the construction contract(s) for the Project a provision that if a potentially significant historical or archaeological resource is encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 50-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the	District Project Manager, District Project Inspector, Construction Contractor and Construction Contractor Supervisor.	This measure shall be included in the District's project plans and specifications; District Project Inspector during construction.	Less Than Significant

MITIGATION REPORTING/MONITORING PROGRAM

Impact Number	Mitigation Measure	Implementing Agency	Monitoring Agency	Level of Significance After Mitigation
	<p>appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under CEQA, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City shall implement said measures.</p>			
3.5.1	<p>Mitigation Measure #3.5-2: If ground-disturbing activities uncover previously unknown human remains, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:</p> <p>There shall be no further excavation or disturbance of the area where the human remains were found until the City Coroner is contacted. Duly authorized representatives of the</p>	<p>District Project Manager, District Project Inspector, Construction Contractor and Construction Contractor Supervisor.</p>	<p>This measure shall be included in the District's project plans and specifications;</p> <p>District Project Inspector during construction.</p>	<p>Less Than Significant</p>

MITIGATION REPORTING/MONITORING PROGRAM

Impact Number	Mitigation Measure	Implementing Agency	Monitoring Agency	Level of Significance After Mitigation
	<p>Coroner shall be permitted onto the Project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Section 27460, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to recommence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the Coroner determines the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD 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 PRC Section 5097.98.</p>			

MITIGATION REPORTING/MONITORING PROGRAM

Impact Number	Mitigation Measure	Implementing Agency	Monitoring Agency	Level of Significance After Mitigation
3.5.2	<p>Mitigation Measure #3.5-3: The District shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 50 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate City representative, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.</p>	<p>District Project Manager, District Project Inspector, Construction Contractor and Construction Contractor Supervisor.</p>	<p>This measure shall be included in the District's project plans and specifications; District Project Inspector during construction.</p>	<p>Less Than Significant</p>

SECTION 5

LIST OF PREPARERS

SECTION 5 - LIST OF PREPARERS

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SECTION 6

SOURCES

SECTION 6 - SOURCES

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APPENDICES

Appendix A

Air Quality (SPAL) and Greenhouse Gas Emissions Report

Small Project Analysis Level Assessment

Kaweah Delta Hospital Expansion Project

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July 2016

Table of Contents

EXECUTIVE SUMMARY	i
1.0 INTRODUCTION	1
2.0 GENERAL PROJECT DESCRIPTION	1
3.0 SMALL PROJECT ANALYSIS LEVEL QUALIFICATION	2
4.0 AIR QUALITY IMPACTS AND EVALUATION	2
5.0 PROJECT-RELATED EMISSIONS	4
6.0 CONCLUSIONS	6
7.0 ATTACHMENTS	7
8.0 REFERENCES	7

EXECUTIVE SUMMARY

Insight Environmental Consultants, Inc., a *Trinity Consultants company*, has completed a limited air quality assessment for the proposed Kaweah Delta Hospital Expansion Project (Project). The Project is proposing to construct a one-story addition to the east side of the existing Emergency Department and remodel the existing Emergency Department facilities. The constructed expansion will be approximately 13,465 square feet and consist of 24 additional treatment-exam rooms, multiple nurse stations/work hubs, at least four single-occupancy toilet rooms, physician rooms, medication rooms, clean and soiled utility rooms, equipment storage, other support spaces, an admitting/waiting area, and a mechanical penthouse that will serve the addition. The Project would be located in the City of Visalia on the northwest corner of Mineral King Avenue and Locust Street.

This limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2012). This SPAL assessment was prepared pursuant to the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 - 15387).

STATEMENT OF FINDING

Based on the SPAL established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this SPAL assessment do not exceed the SJVAPCD's established emissions thresholds and significance thresholds for all CEQA air quality determinations; this Project would therefore *not pose a significant impact* to the San Joaquin Valley Air Basin and would have a *less than significant air quality impact*.

1.0 INTRODUCTION

The proposed hospital expansion includes construction of a one-story addition to the east side of the existing Emergency Department and remodeling the existing Emergency Department facilities. The Project site is located within the City of Visalia, California on the northwest corner of Mineral King Avenue and Locust Street. This assessment examines the projected gross impacts to air quality posed by this Project to the San Joaquin Valley Air Basin to determine whether or not the Project remains below established air quality thresholds of significance.

2.0 GENERAL PROJECT DESCRIPTION

The Project will be located in the City of Visalia. The parcel is located on the northwest corner of Mineral King Avenue and Locust Street. Figure 2-1 depicts the Project location.



Figure 2-1 -Vicinity Map

The constructed expansion will be approximately 13,465 square feet and consist of 24 additional treatment-exam rooms, multiple nurse stations/work hubs, at least four single-occupancy toilet rooms, physician rooms, medication rooms, clean and soiled utility rooms, equipment storage, other support spaces, an admitting/waiting area, and a mechanical penthouse that will serve the addition. Modifications to the existing parking, driveways and building entrance are proposed to accommodate

the new addition. Improvements include proposed hybrid safety crosswalks across both Mineral King Avenue and Locust Street and a pedestrian walkway from the building entrance to Locust Street. The Project would result in a decrease in compact parking spaces from 78 to 20, an increase in standard parking spaces from 36 to 66, and a decrease in handicap parking stalls from 12 to 4.

3.0 SMALL PROJECT ANALYSIS LEVEL QUALIFICATION

This assessment was prepared pursuant to the SJVAPCD's GAMAQI (SJVAPCD 2015), the CEQA (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387). The SJVAPCD created the screening tool, SPAL, to streamline air quality assessments of commonly encountered projects. According to GAMAQI, the SJVAPCD "pre-calculated the emissions on a large number and types of projects to identify the level at which they have no possibility of exceeding emissions thresholds"¹.

The SJVAPCD SPAL process established review parameters to determine whether a project qualifies as a "small project." A project that is found to be "less than" the established parameters, according to the SPAL review parameters, has "no possibility of exceeding criteria pollutant emissions thresholds." Table 3-1 compares the proposed Project with the SPAL Vehicle Trips and Project Size parameters.

TABLE 3-1 Small Project Analysis Level Threshold Comparison

Land Use Category	Daily Trips*	Project Size*
Institutional - Hospital	1,707 trips/day	78,000 ft ²
Proposed Project	222.09 trips/day**	13,465 ft ²
SPAL Exceeded?	No	No
Notes:		
* Trips based on SPAL Table 5-2 and Project Size based on SPAL Table 5-3€ as posted on SJVAPCD webpage: http://www.valleyair.org/transportation/CEQA Rules/GAMAQI-SPAL.pdf		
** Trips per day for the proposed project were calculated by CalEEMod for a 13,465 ft ² hospital.		

As shown in Table 3-1, the proposed Project would not exceed the established SPAL limits for an institutional- hospital project. The target trips per day for an institutional project is 1,707 trips per day. The proposed Project would generate approximately 222 trips per day during the week. Based on the above information, this Project qualifies for a limited air quality analysis applying the Small Project Analysis guidance to determine air quality impacts.

4.0 AIR QUALITY IMPACTS AND EVALUATION

4.1 Criteria Pollutants

Criteria pollutant significance thresholds are based on the CEQA Appendix G Environmental Checklist Form (not included herein) and SJVAPCD air quality thresholds (SJVAPCD 2015). A potentially significant impact to air quality, as defined by CEQA Checklist, would occur if the project caused one or more of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violation of any air quality standard or substantial contribution to an existing or projected air quality standard;

¹ SJVAPCD GAMAQI, Section 8.3.4, Page 85.

- A cumulatively considerable net increase of any criteria pollutant for which the project region is designated non-attainment under an applicable Federal or state ambient air quality standard (including emissions which exceed quantitative thresholds for ozone precursors);
- Exposure of sensitive receptors to substantial pollutant concentrations; and/or
- The creation of objectionable odors affecting a substantial number of people.

The SJVAPCD has identified quantitative emission thresholds to determine whether the potential air quality impacts of a project require analysis in an Environmental Impact Report. The SJVAPCD air quality thresholds from the GAMAQI are presented in **Table 4-1** (SJVAPCD 2015). The SJVAPCD separates construction emissions from operational emissions for determining significance thresholds for air pollutant emissions.

Table 4-1 SJVAPCD Air Quality Thresholds of Significance – Criteria Pollutants

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	Emissions (tpy)	Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NO _x	10	10	10
ROG	10	10	10
SO _x	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15

Source: SJVAPCD 2015

Criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (California Air Pollution Control Officers Association (CAPCOA) 2013). This project would generate short-term construction emissions and long-term operational emissions.

An air quality evaluation also considers: 1) exposure of sensitive receptors to substantial pollutant concentrations; and 2) the creation of objectionable odors affecting a substantial number of people. The criteria for this evaluation are based on the Lead Agency's determination of the proximity of the proposed Project and the sensitive receptors. A sensitive receptor is a location where human populations, especially children, senior citizens and sick persons, are present, and where there is a reasonable expectation of continuous human exposure to pollutants, according to the averaging period for ambient air quality standards, i.e. the 24-hour, 8-hour or 1-hour standards.

4.2 Greenhouse Gases

Greenhouse gas (GHG) significance thresholds are based on the City of Visalia Climate Action Plan (CAP) (City of Visalia 2013). According to the CAP a 15 percent reduction from new development beyond reductions achieved from adopted regulations is necessary to demonstrate consistency with Assembly Bill 32 and the California Air Resources Board's Scoping plan. The CAP serves as the threshold of significance within the City of Visalia for climate change impacts, by which all applicable developments within the City will be reviewed. 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 (City of Visalia 2013). Therefore, the 15 percent reduction will be used as the significance threshold for GHG emissions for this SPAL.

5.0 PROJECT-RELATED EMISSIONS

This document was prepared pursuant to the SJVAPCD's GAMAQI and SPAL guidelines. A cursory review of the Project emissions was completed to demonstrate that it would not exceed established air quality emissions thresholds.

5.1 Short-Term Emissions

Table 5-1 shows the construction emission levels using default CalEEMod factors for construction of hospital (see **Attachment A**). Based on this anticipated activity level, the Project construction activities would not exceed construction thresholds (**Table 4-1**). Construction emissions therefore were found to be less than significant and no further evaluation is required.

Table 5-1 - Construction Emission Levels

Unmitigated Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
2016 Construction Emissions ¹	0.17	0.75	0.47	0.001	0.05	0.05
SJVAPCD Operational Emissions Thresholds - non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	No	No	No	No	No	No
NOTES:						
¹ Emissions are shown as "unmitigated" based on results obtained through CalEEMod emission estimates.						

5.2 Long-Term Emissions

Table 5-2 presents the Project's long-term operations emissions generated from mobile, energy and area sources as well as from water use and waste generation emissions. Most of these emissions impacts emanate from mobile sources traveling to and from the Project area. For the purposes of this evaluation, no mitigation measures were selected or incorporated during the CalEEMod analysis; this approach provides the most conservative estimate of Project impacts.

Table 5-2 - Total Project Operational Emissions

Unmitigated Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
Operational Emissions ¹	0.24	0.52	1.75	0.003	0.19	0.06
SJVAPCD Operational Emissions Thresholds - non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	No	No	No	No	No	No
NOTES:						
¹ Emissions are shown as "unmitigated" based on results obtained through CalEEMod emission estimates.						

As calculated (see **Attachment A**), the long-term operational (mobile) emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, *not pose a significant impact to criteria air pollutants*. This finding is consistent with the SPAL screening thresholds.

5.3 Greenhouse Gas Emissions

The Project's GHG emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as carbon dioxide equivalents (CO₂e) (see **Attachment A**). The proposed Project's operational CO₂e emissions were estimated using CalEEMod. These emissions are summarized in **Table 5-3**.

TABLE 5-3 - Estimated Annual Greenhouse Gas Emissions

Project Emissions	CO ₂ Emissions metric tons	CH ₄ Emissions metric tons	N ₂ O Emissions metric tons	CO ₂ e Emissions metric tons
Unmitigated Operations	350.04	1.81	0.002	388.75
Mitigated Operations	285.69	1.81	0.002	324.36
Percent Reduction				16.57%
City of Visalia Threshold				15%
Less Than Significant?				Yes

As calculated (see **Attachment A**), the GHG emissions associated with the proposed Project's unmitigated and mitigated operations were calculated. Operational mitigation measures evaluated were to account for reduction in mobile emissions due to land use design, including: improved walkability design, improved destination accessibility, increased transit accessibility and traffic calming measures. The benefit of operational mitigation measures would be a 16.57 percent reduction in GHG emissions. The Project would exceed the required City of Visalia 15 percent reduction threshold in order to be considered less than significant, therefore, the Project would *not pose a significant impact from GHG emissions*.

5.4 Potential Impact on Sensitive Receptors

Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside. This proposed expansion is focused on emergency room operations and would not include any long-term patient rooms and thus not increase the number of sensitive receptors in the Project area. Further, the Project's emission levels would not approach any significance thresholds for the San Joaquin Valley Air Basin (SJVAB) and would not be expected to be a source of nuisance to the existing sensitive receptors at the hospital.

Based on the predicted operational emissions and activity type, the proposed Project is not expected to affect sensitive receptors and is *not expected to have any adverse impacts on any known sensitive receptor*.

5.5 Potential Impacts to Visibility to Nearby Class 1 Areas

It should be noted that visibility impact analyses are not usually conducted for area sources. The recommended analysis methodology was initially intended for stationary sources of emissions which were subject to the Prevention of Significant Deterioration (PSD) requirements in 40 CFR Part 60. Since the Project's emissions are predicted to be significantly less than the PSD threshold levels, an impact at either the Dome Land Wilderness, Kings Canyon National Park or the Sequoia National Park Areas (the nearest Class 1 areas to the Project) is extremely unlikely. Therefore, based on the Project's predicted emissions, the Project is *not expected to have any adverse impact to visibility at any Class 1 Area*.

5.6 Potential Odor Impacts

The proposed Project is a hospital expansion. The Project is the expansion of an already existing hospital which has not been a cause for odor complaints. Additionally, hospitals are not considered to have a potential for emit odors on a level to cause a nuisance to the public. The Project is therefore anticipated to have a *less than significant odor impact*.

5.7 Ambient Air Quality Impacts

Page 95 of GAMAQI (2015) states that "projects below the Indirect Source Rule (ISR) applicability thresholds are not expected to violate any air quality standards or contribute substantially to an existing or projected air quality violation and will not exceed the thresholds of significance for ambient air quality." All projects that emit less than two tons per year or either PM₁₀ or NO_x are exempt from ISR and are therefore below applicability thresholds. The proposed Project is anticipated to emit less than two tons per year of PM₁₀ and NO_x. Therefore, the proposed Project's ambient air quality impacts would be *less than significant* and no further impact analysis is required.

5.8 Toxic Air Contaminant (TAC) Impacts

TACs as defined by the California Health & Safety Code (CH&SC) §44321 are listed in Appendices AI in AB 2588 Air Toxic "Hot Spots" and Assessment Act's Emissions Inventory Criteria and Guideline Regulation document. SJVAPCD's risk management objectives for permitting and CEQA are as follows:

- Minimize health risks from new and modified sources of air pollution.
- Health risks from new and modified sources shall not be significant relative to the background risk levels and other risk levels that are typically accepted throughout the community.
- Avoid unreasonable restrictions on permitting.

The proposed Project is a hospital expansion and is not anticipated to generate any additional sources of toxic air contaminants with the exception of increased diesel particulate matter (DPM) from ambulance activities. However, the quantity of increased on-site DPM from the Project is well below any typical screening levels for air toxics. Therefore, the project would not be expected to generate a health risk impact due to its activity and size. Its potential health risk impacts would therefore be considered *less than significant* and no further health risk assessment is required.

6.0 CONCLUSIONS

Based on the criteria established by the SJVAPCD's GAMAQI and SPAL guidelines, the proposed Project does not meet the minimum standards to require a full Air Quality Impact Analysis. Furthermore, the Project as proposed would not exceed the SJVAPCD's criteria air pollutant emission levels and would generate *less than significant air quality impacts*.

7.0 ATTACHMENTS

A. CalEEMod Emissions Estimates output files

8.0 REFERENCES

California Environmental Protection Agency, Air Toxics Hot Spots Program Risk Assessment Guidelines – The Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments, August 2003.

California Environmental Quality Act (CEQA). 2012. (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).

-----, 2009. CEQA, Appendix G – Environmental Checklist Form, Final Text.

California Air Pollution Control Officers Association (CAPCOA). 2013. California Emissions Estimator Model tm (CalEEMod), version 2013.2.2, released October 2013.

-----, 1997. “Air Toxics Hot Spots” Program Risk Assessment Guidelines, Revised 1992.

City of Visalia. 2013. City of Visalia, California Climate Action Plan, Draft Final, December 2013.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17, 2009.

-----, 2012. *Small Project Analysis Level*. June 2012.

-----, 2015. Guide for Assessing and Mitigating Air Quality Impacts.

ATTACHMENT A - CalEEMod Emissions Estimates output files

Appendix B

Traffic Impact Memorandum



May 9, 2016

Annalisa Perera, LEEP AP-ND
Associate Planner
Quad Knopf, Inc.
6051 N. Fresno Street, Suite 200
Fresno, CA 93710

Re: Kaweah Delta Expansion Project

Dear Ms. Perea:

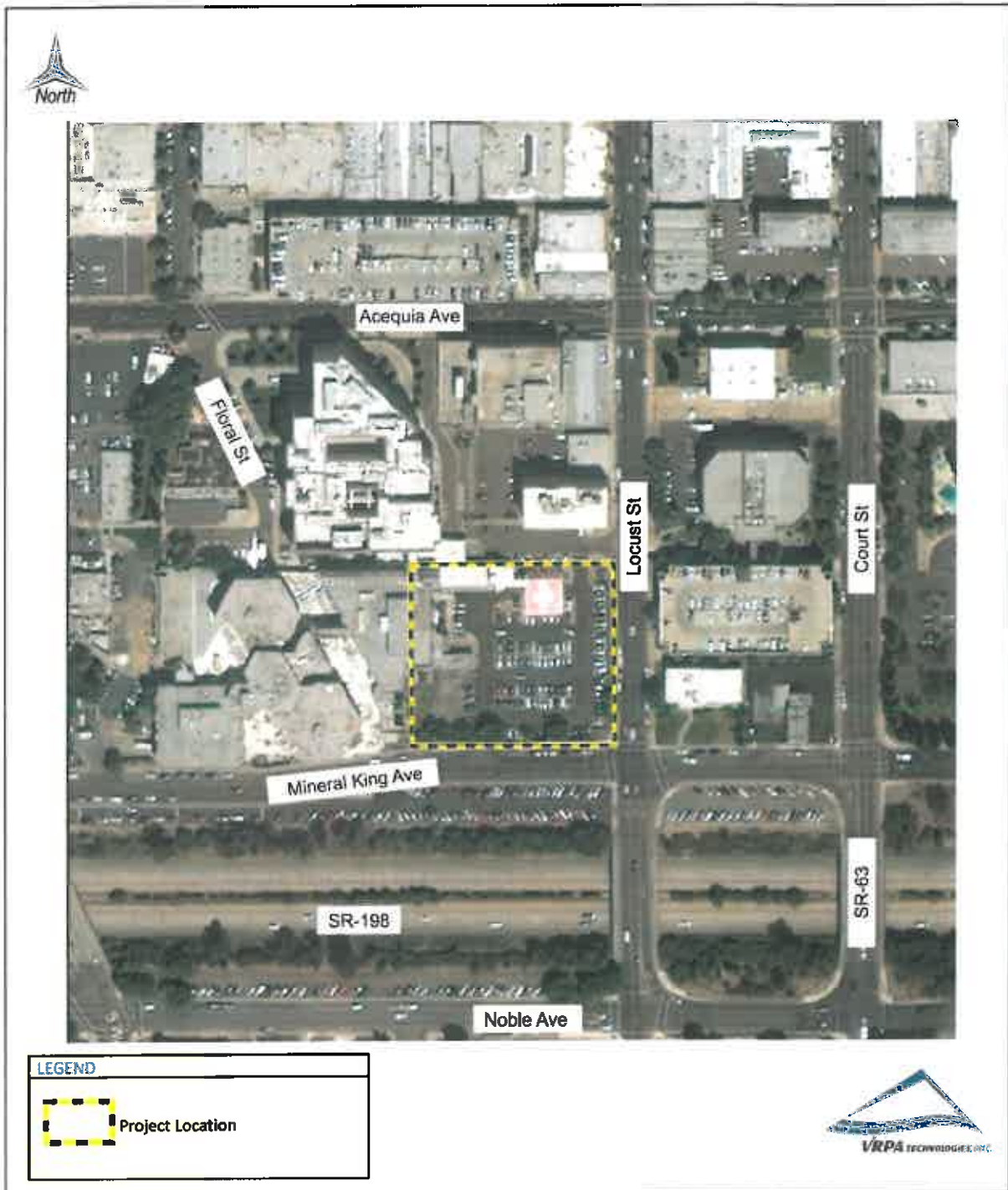
VRPA Technologies, Inc. (VRPA) prepared the following technical memo for the Kaweah Delta Expansion Project (Project) in the City of Visalia. The proposed Project is located on the northwest corner of Mineral King Avenue and Locust Street (State Route [SR]-63) in Visalia, CA. SR 198 is located south of the Project site as depicted in Figure 1. Kaweah Delta Medical Center (KDMC), located in downtown Visalia, is one of nine campuses that comprise the district. It is currently designated as a Level 3 trauma center with an existing 36-bed emergency department that is served by an on-site helipad.

The Kaweah Delta Health Care District (District) has proposed this Emergency Department Expansion as one of the first steps in implementing their Master Plan, dated September, 3, 2015. The District is proposing to construct an approximately 13,465 SF one-story addition to the east side of the existing Emergency Department (ED) and remodel the existing ED facilities within the adjacent existing hospital structure. The total Project site will consist of approximately 2 acres (see Figure 1). The addition would consist of 24 additional treatment-exam rooms, multiple nurses' stations/work hubs, at least four (4) single-occupancy toilet rooms, physician rooms, medications rooms, clean and soiled utility rooms, equipment storage, other support spaces, an admitting/waiting area, and a mechanical penthouse that will serve the addition. However, it should be noted that this expansion itself, will not increase the number of patient visits, but rather would more efficiently serve the high volume of patients the hospital is currently experiencing.

Modifications to the existing parking, driveways and building entrance are proposed to accommodate the new addition. Improvements include proposed hybrid safety crosswalks across both Mineral King Avenue and Locust Street to provide improved pedestrian connection between adjacent parking facilities and the site. A pedestrian walkway from the Building entrance to Locust Street is also proposed as depicted in Figure 2.

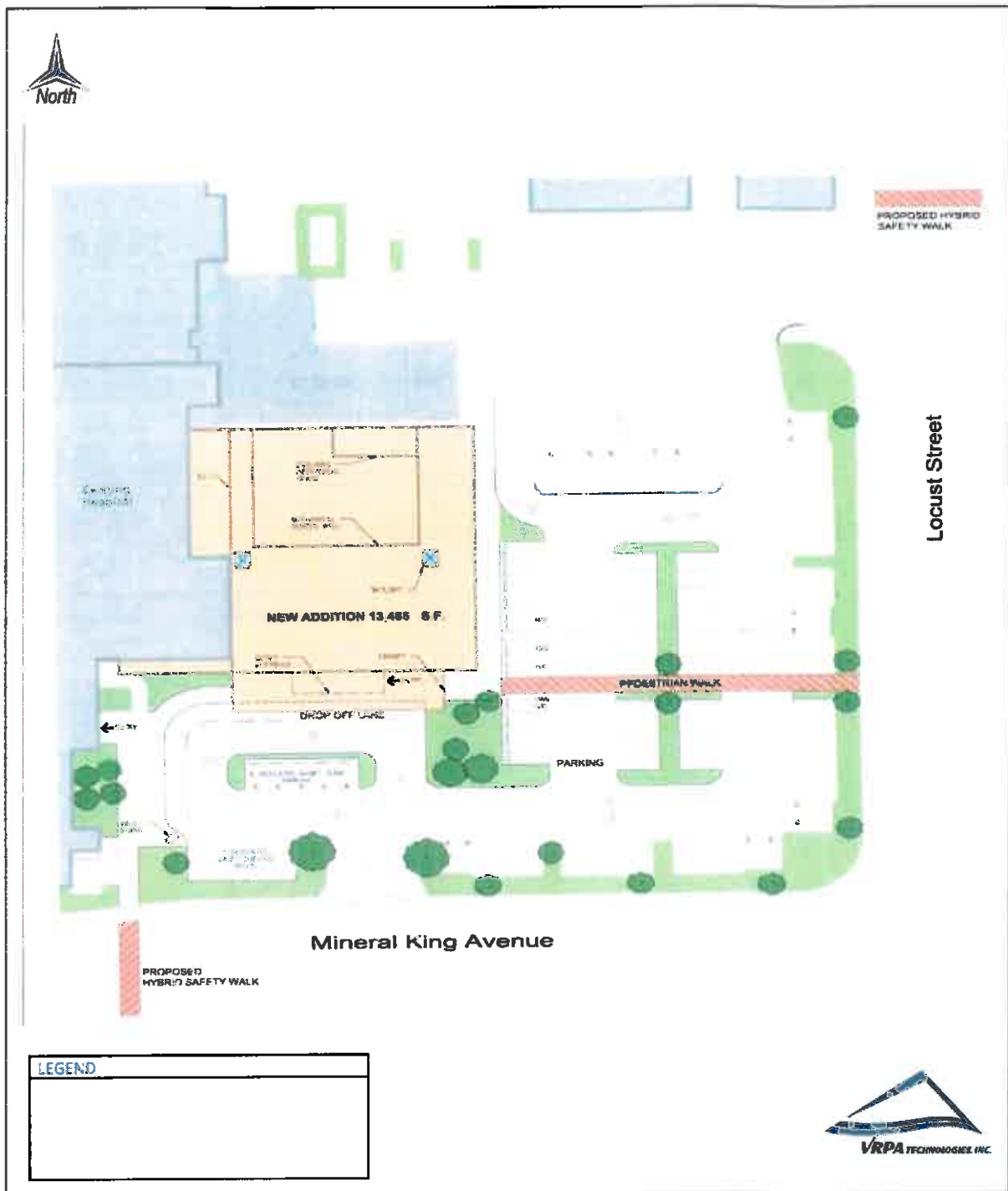
**Kaweah Delta Expansion Project
Project Location**

**Figure
1**



**Kaweah Delta Expansion Project
Project Site Plan**

**Figure
2**



TRIP GENERATION

Typically, trip generation is based on trip generation rates per the Institute of Transportation Engineer’s (ITE) Trip General Manual. The 9th Edition of the ITE Trip Generation Manual provides trip rates for Hospital facilities. Use of the average rates for Hospitals facilities (Land Use Code 610) from the ITE Trip Generation Manual is appropriate for determining the Project’s trip generation associated with the expansion. The Project’s estimated daily, AM peak hour, and PM peak hour trips are provided in Table 1.

**Table 1
 Kaweah Delta Expansion Trip Generation**

LAND USE	Quantity	DAILY TRIP ENDS (ADT)		AM PEAK HOUR					PM PEAK HOUR				
		RATE	VOLUME	RATE	IN:OUT SPLIT	VOLUME			RATE	IN:OUT SPLIT	VOLUME		
						IN	OUT	TOTAL			IN	OUT	TOTAL
Hospital (610)	13,465 Sq.Ft	13.22	178	0.95	63:37	8	5	13	0.93	38:62	5	8	13
TOTAL PROJECT TRIPS			178			8	5	13			5	8	13

Source: Generation factors from ITE Trip Generation Manual, 9th Edition.
 Trip ends are one-way traffic movements, entering or leaving.
 The numbers in parenthesis are ITE land use codes.

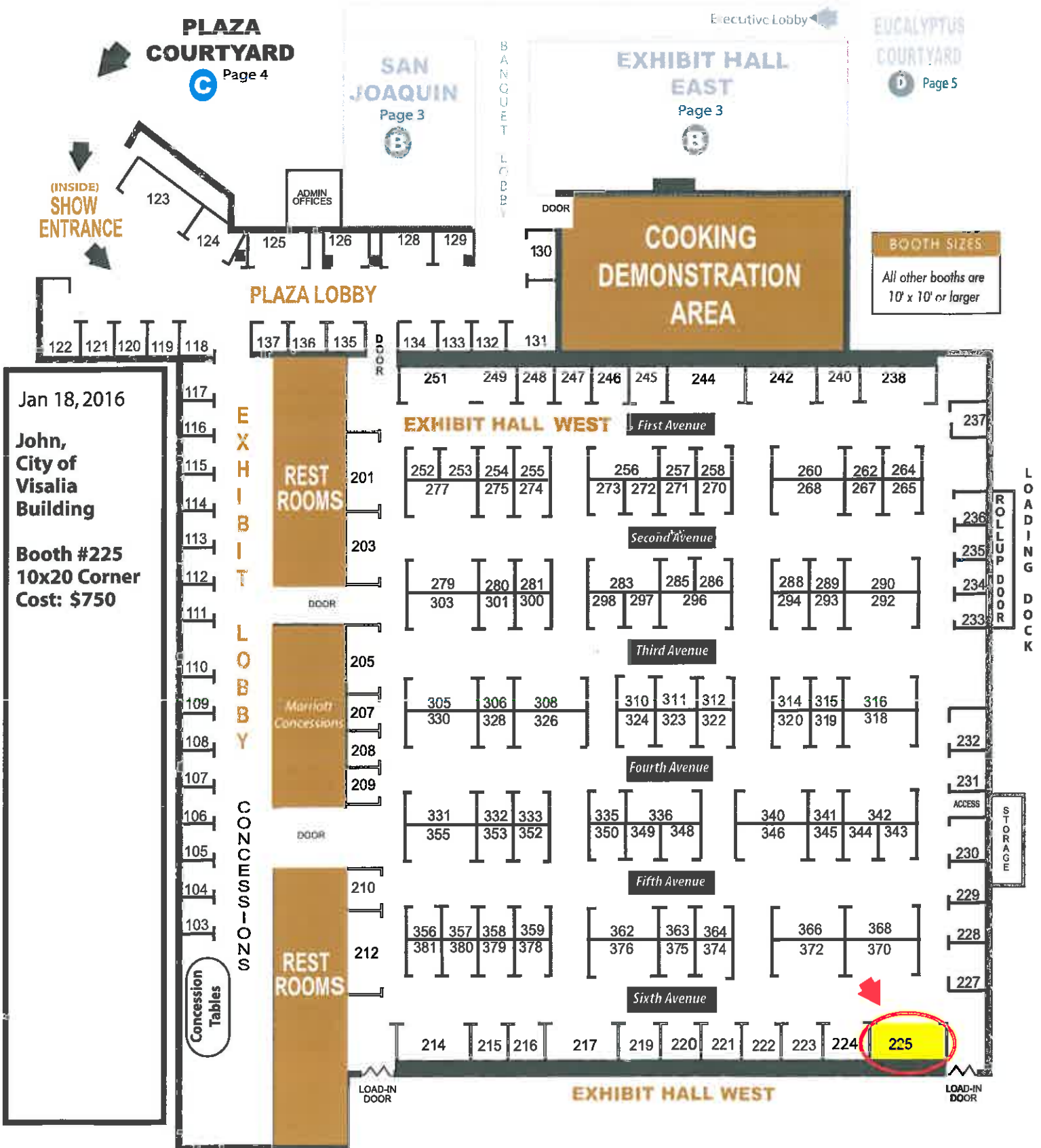
Based on the ITE Trip Generation Manual, the Kaweah Delta Expansion Project will generate just 13 total AM Peak and PM Peak hour trips. As noted above, the purpose of the expansion is not to increase the number of patient visits, but rather more efficiently serve the high volume of patients the hospital is currently experiencing. The Project will not cause any impacts to the surrounding roadway circulation system given the very minimal amount of traffic the additional 13,465 square feet will generate. Based on the information provided above and Caltrans’ *Guide for the Preparation of Traffic Impact Studies*, the proposed Kaweah Delta Expansion Project does not warrant a TIS. Given the minimal amount of traffic generated by the expansion Project, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

If you have any questions or require further information, please contact me at (559) 271-1200 extension 2.

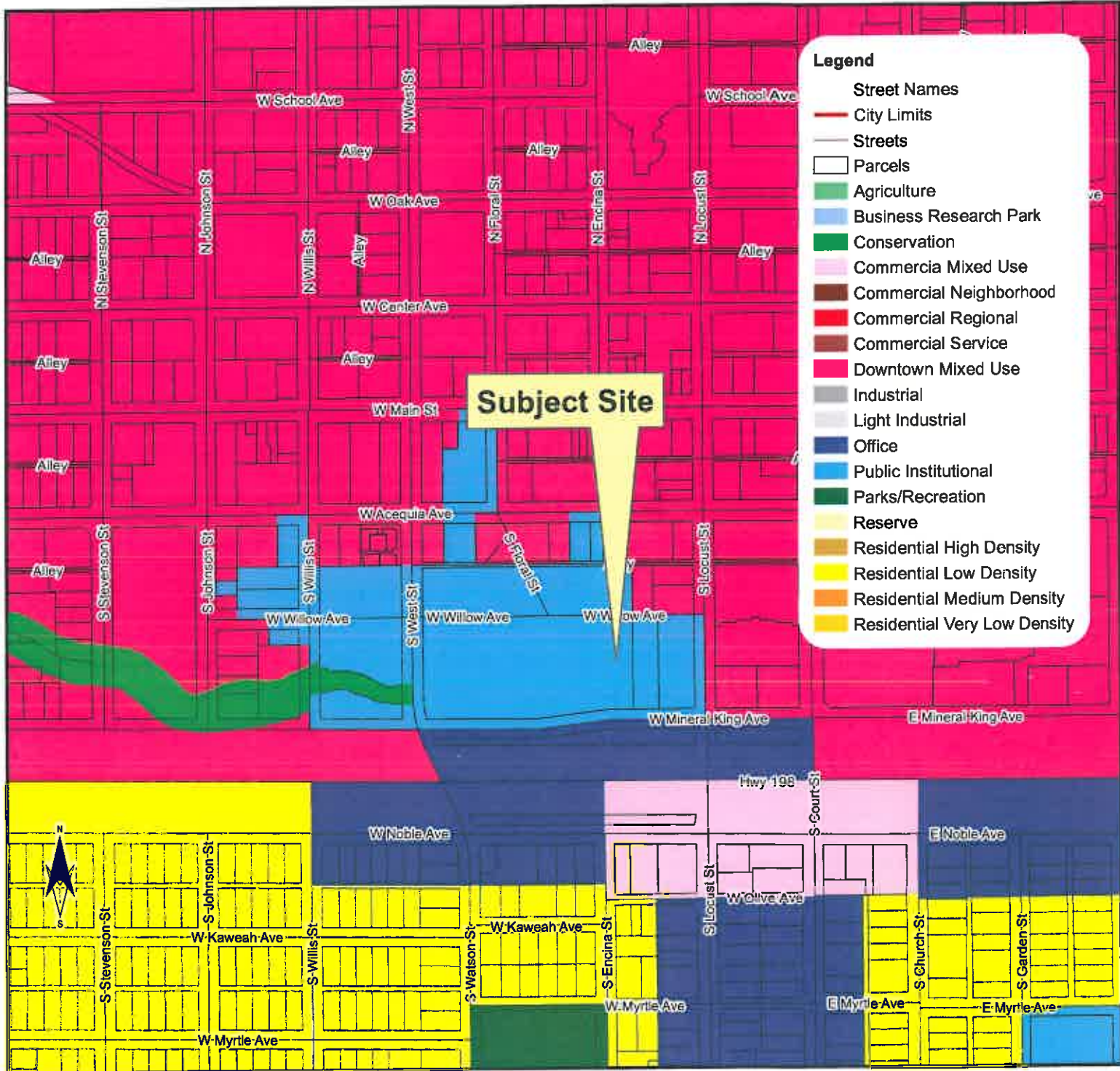
Sincerely,



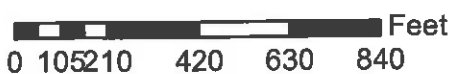
Mr. Jason Ellard
 Transportation Engineer



City of Visalia



Land Use Designations

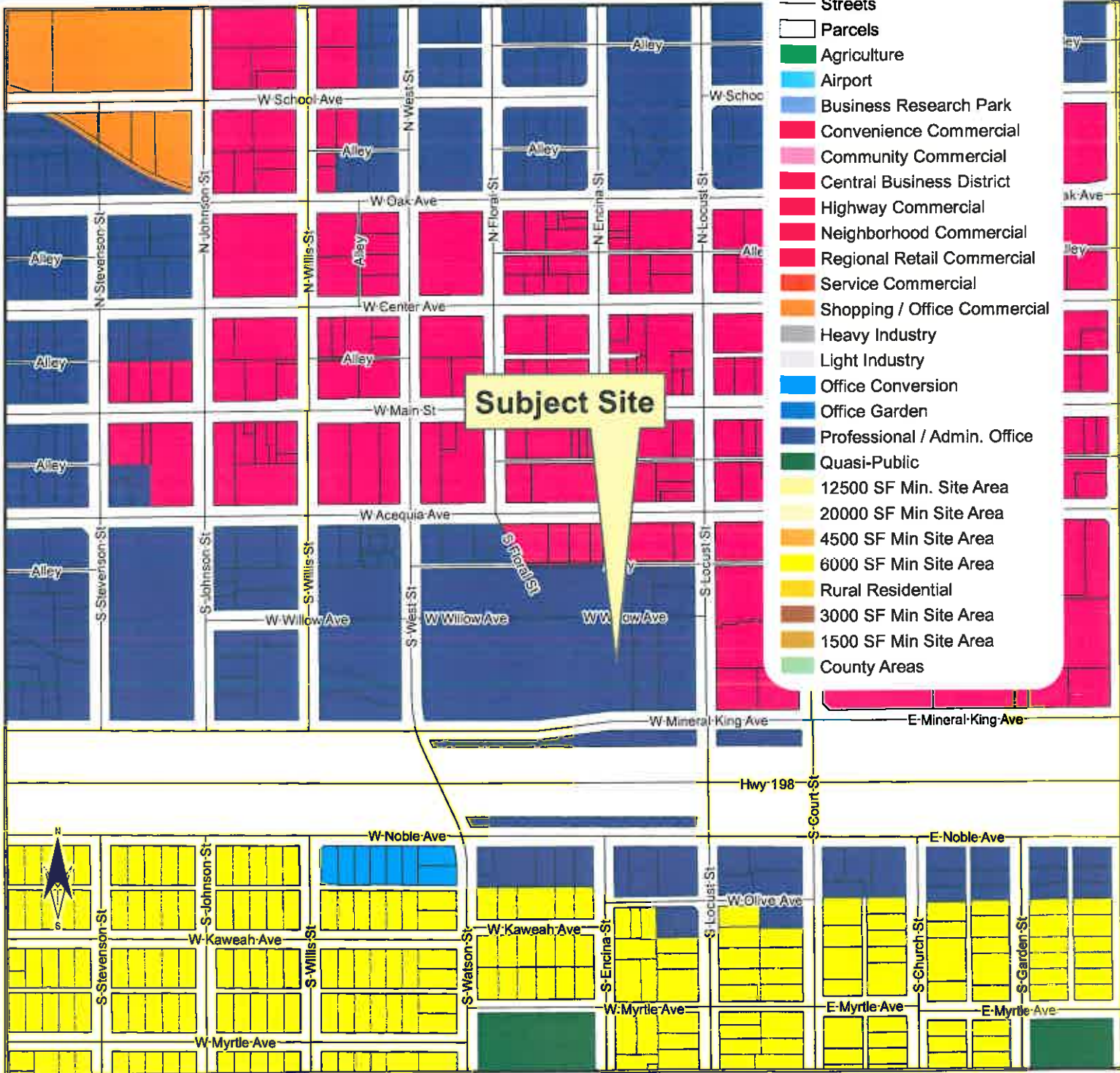


CUP 2016-32

City of Visalia

Legend

- Street Names
- City Limits
- Streets
- Parcels
- Agriculture
- Airport
- Business Research Park
- Convenience Commercial
- Community Commercial
- Central Business District
- Highway Commercial
- Neighborhood Commercial
- Regional Retail Commercial
- Service Commercial
- Shopping / Office Commercial
- Heavy Industry
- Light Industry
- Office Conversion
- Office Garden
- Professional / Admin. Office
- Quasi-Public
- 12500 SF Min. Site Area
- 20000 SF Min Site Area
- 4500 SF Min Site Area
- 6000 SF Min Site Area
- Rural Residential
- 3000 SF Min Site Area
- 1500 SF Min Site Area
- County Areas

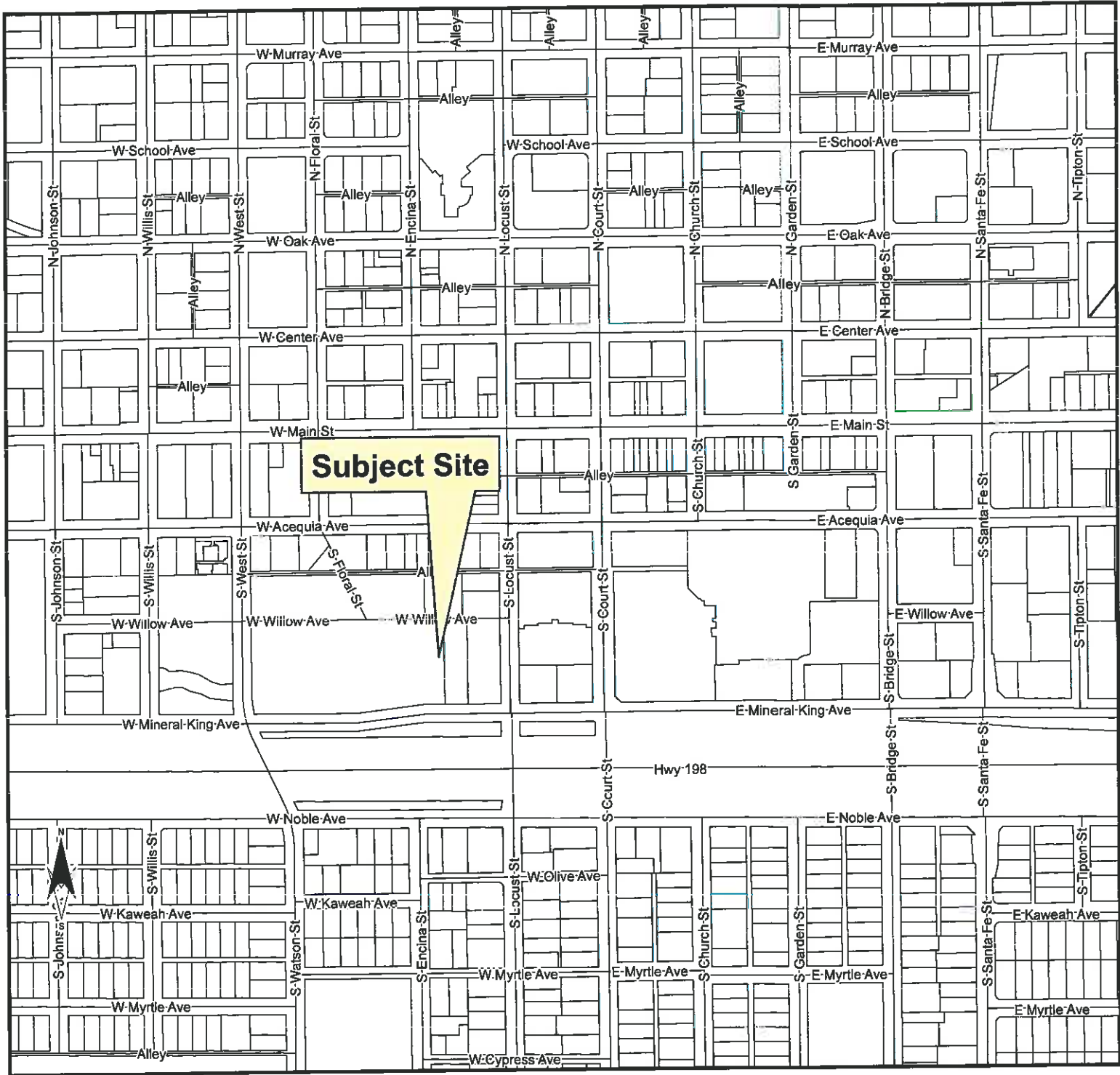


Zoning Designations

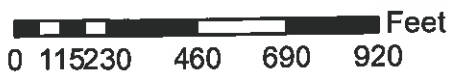
0 105210 420 630 840 Feet

CUP 2016-32

City of Visalia



Location Map



CUP 2016-32

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: January 23, 2017

PROJECT PLANNER: Andrew Chamberlain
Phone No. 713-4003 andrew.chamberlain@visalia.city

SUBJECT: Conditional Use Permit No. 2016-30: A request by the Road Church to allow an 884 sq. ft. accessory building, a 2,250 sq. ft. fenced play area, a parking lot reconfiguration, and modifications to the sanctuary, in the R-1-6 (Low Density Residential) zone. The project is located at 1021 S. Burke Street (APN: 097-094-050)

STAFF RECOMMENDATION

Staff recommends approval of Resolution No. 2016-60 for Conditional Use Permit No. 2016-30 based on the project's consistency with the policies of the City's General Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to adopt Resolution No. 2016-60 approving Conditional Use Permit No. 2016-30.

PROJECT DESCRIPTION

The Road Church is requesting modifications to the existing church facility located at 1021 S. Burke Street. The modifications include adding an 884 sq. ft. accessory structure for storage, reconfiguring a portion of the parking lot into a 2,250 sq. ft. children's play area, and modifying the sanctuary area for a requested 192 seating occupancy.

The requested storage building and children's play area additions have already been constructed as illustrated in Exhibit "A". Some modifications to the sanctuary area have also occurred and are shown in their existing condition in Exhibit "C". An operational statement is provided in Exhibit "B" outlining the main activities and services at the church.

The request includes occasional use of an existing unpaved overflow parking area along the west side of the site.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Low Density Residential
Zoning:	R-1-6 Single Family Residential
Surrounding Zoning and Land Use:	North: R-1-6 – Single family residential South: R-1-6 (Single-family Residential) – Single family residential subdivision East: R-1-6 – Single family residential West: R-1-6 & R-M-2 – Single & Multiple family
Environmental Document	Categorical Exception No. 2016-65
Site Plan:	Site Plan Review No. 2016-160

RELATED PLANS & POLICIES

The proposed project is consistent with applicable plans and policies and is consistent with the intent and purpose of the General Plan and Zoning Ordinance.

RELATED PROJECTS

Conditional Use Permit No. 25, approved by the Planning Commission in 1964 for a church auditorium.

Conditional Use Permit No. 411, approved by the Planning Commission in 1976 for a classrooms and Sunday school.

Conditional Use Permit No. 1060, approved by the Planning Commission in 1987 for changes to Sunday school.

PROJECT EVALUATION

Land Use Compatibility

Religious institutions are considered compatible uses in residential areas where potential impacts can be addressed through the CUP process. The church is located on Burke Street just north of Tulare Avenue. The site is surrounded by single family residential on the north, east and south sides, and multiple family residential on the west side. The church and adjoining residential areas are separated by a wood fence.

Staff believes that the proposed changes are consistent in nature and character with the existing church facility, and would be compatible with the adjacent land uses as conditioned in this report.

Parking

Zoning Ordinance (Section 17.34.020.D.1) requires that churches provide one parking stall for every four (4) permanent seats in the principal assembly area or one parking space for every 30 square feet of floor area, whichever is greater. At one stall per every 30 sq. ft. of sanctuary area (approximately 4,700 sq. ft.) the parking requirement is 157 parking stalls. Based upon the proposed 192 fixed seats, the parking requirement would be 48 parking stalls at one stall per every four fixed seats in the sanctuary. The applicant is requesting that the ratio of one stall per every four seats be used based upon the existing 48 paved parking stalls on-site.

Staff concurs with the applicant's requested parking ratio and recommends that the Planning Commission approve the project with the total of 48 spaces, and limiting the sanctuary seating to 192 seats. Upon staff's recommendation, the Planning Commission has approved several church facilities based upon the one stall per every four fixed seats.

Unpaved Parking – The west side of the site contains a gravel area which has been used for parking. This area was partially improved and used without any City review or permits. The site plan in Exhibit "A" indicates that the unpaved parking would be used for outdoor special events and overflow parking. Staff does not support the routine use of this parking lot without the required improvements, which would also include a block wall along the perimeter of the parking lot. Currently there are wood fences along the adjoining single family residential lots.

Staff does not support the request for overflow parking without the required improvements being installed. Staff does support the occasional use, 3-4 times a year, of the unimproved lot for special events, which would be done through a Temporary Conditional Use Permit, or as otherwise approved in writing by the City Planner.

Staff has included a condition that the unpaved parking area be fenced (bollards and cables), and not used for parking unless a Temporary Conditional Use Permit has been issued or as approved in writing by the City Planner.

Storage Building

An 884 sq. ft. storage building has been constructed at the southeast corner of the parking lot. The building does not interfere with on-site circulation, and does not require additional parking. The building was constructed without City review or permits.

Staff supports the addition of the storage building with the appropriate permits.

Sanctuary

The applicants have changed/enlarged the sanctuary area by removing some walls resulting in the sanctuary area shown in Exhibit "C". The changes were made without City review and permits. Since there was a potential for "Life Safety" issues in an area of assembly such as a church sanctuary, staff required inspections for the work to continue the occupancy of the sanctuary.

The seating limitation of 192 seats is based upon the available parking and approval of the proposed one stall per every four fixed seats. Staff supports the changes to the sanctuary based upon the seating and parking limitations described in this report.

Children's Play Area

Exhibit "A" shows a "Fenced Play Area" at the northwest side of the building. This play area was constructed without City review or permits on top of a portion of the existing parking lot. Staff supports the play area as a part of the church facility. Placing the play area on existing parking reduced the available parking and is one of the factors in the proposed 192 sanctuary seating limit.

Operational Statement

The Operational Statement in Exhibit "B" provides a daily use schedule for the church. The uses include church services, bible study, youth and family nights, and special events throughout the year. The activities are similar to other church facilities approved by the Planning Commission in the community.

The operational statement is subject to minor changes as routine use patterns are tailored to parishioner needs. Staff has included a condition requiring that any significant changes in the Operational Statement be reviewed by staff for consistency with this use permit.



Access and Circulation

The site has two existing access points on Burke Street, which will remain. On-site circulation and the parking pattern are not changing with the exception that the access drives will be designated enter only and exit only as shown on the site plan.

Walls and Fencing

The site currently has wood fencing along the interior property lines adjoining the residential areas. Staff is not requiring any additional walls or fencing as a part of this action.

Should the church decide to improve the "Overflow Special Event" parking area with paving and landscape islands for regular use with no restrictions, staff would require that a 7-foot high block wall be constructed along the perimeter of the improved parking area. This would allow the applicants to file a CUP amendment to remove the proposed parking restrictions in this use permit. It would also allow the church to request additional seating in the sanctuary as a part of the CUP amendment.

Environmental Review

The requested action is considered Categorical Exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA). (Categorical Exemption No. 2016-65).

RECOMMENDED FINDINGS

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the project is considered Categorical Exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA). (Categorical Exemption No. 2016-65).

RECOMMENDED CONDITIONS OF APPROVAL

1. That the site shall be developed consistent with the Site Plan in Exhibit "A."
2. That the facility be operated consistent with the Operational Statement in Exhibit "B" and that any significant changes in the operational statement be reviewed by staff for consistency with this use permit.
3. That the site shall be developed consistent with the comments and conditions of the Site Plan Review Committee, as set forth under Site Plan No. 2016-160.
4. That the sanctuary seating is limited to 192, and the sanctuary occupancy be posted at 192.

5. That the unpaved parking area be fenced (bollards and cables or other method approved by the City Planner), and not used for parking unless a Temporary Conditional Use Permit has been issued or as approved in writing by the City Planner.
6. That building permits be obtained and completed for all unpermitted interior and exterior construction within 120 days of approval of this use permit.
7. That all new or replacement landscaping is developed to the current MWELo (Low Water Use) standards, which may require modifications to the existing Landscaping Plan. Landscape and irrigation plans are required as a part of the building permits for each Phase of construction.
8. That the lighting for the facility, including existing lighting, not exceed more than .5 lumens or less at property lines, and are directed and/or shielded to not fall upon adjacent properties.
9. That outdoor public address systems and other equipment which may produce loud noise, may not exceed the allowable community noise levels. Additional Planning Division review is required prior to the installation or use of any exterior public address system.
10. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2016-30, prior to the issuance of any building permits for this project.
11. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 N. Santa Fe Street, Visalia, CA 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.ci.visalia.ca.us or from the City Clerk.

Attachments:

- Related Plans & Policies
- Resolution No. 2016-60
- Exhibit "A" – Site Plan
- Exhibit "B" – Operational Statement
- Exhibit "C" – Sanctuary Floor Plan
- Site Plan Review Comments
- General Land Use Plan Map
- Zoning Map
- Aerial Map
- Location Map

Related Plans & Policies

General Plan and Zoning: The following General Plan and Zoning Ordinance policies apply to the proposed project:

Zoning Ordinance

Chapter 17.38: Conditional Use Permits

17.38.010 Purposes and powers

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

17.38.030 Lapse of conditional use permit.

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

17.38.040 Revocation.

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

17.38.050 New application.

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

17.38.060 Conditional uses permit to run with the land.

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

17.38.065 Abandonment of conditional use permit.

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

17.38.110 Action by planning commission.

- A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:
 - 1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;
 - 2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.
- B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.
- C. The commission may deny an application for a conditional use permit. (Prior code § 7536)\

17.38.120 Appeal to city council.

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

17.38.130 Effective date of conditional use permit.

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

RESOLUTION NO. 2016-60

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2016-30, A REQUEST BY THE ROAD CHURCH TO ALLOW AN 884 SQ. FT. ACCESSORY BUILDING, A 2,250 SQ. FT. FENCED PLAY AREA, A PARKING LOT RECONFIGURATION, AND MODIFICATIONS TO THE SANCTUARY, IN THE R-1-6 (LOW DENSITY RESIDENTIAL) ZONE. THE PROJECT IS LOCATED AT 1021 S. BURKE STREET (APN: 097-094-050).

WHEREAS, Conditional Use Permit No. 2016-30, is a request by the Road Church to allow an 884 sq. ft. accessory building, a 2,250 sq. ft. fenced play area, a parking lot reconfiguration, and modifications to the sanctuary, in the R-1-6 (Low Density Residential) zone. The project is located at 1021 S. Burke Street (APN: 097-094-050).

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on January 23, 2017; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15305.

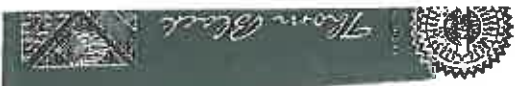
NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed project, as conditioned, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.

3. That the project is considered Categorical Exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA). (Categorical Exemption No. 2016-65).

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

1. That the site shall be developed consistent with the Site Plan in Exhibit "A."
2. That the facility be operated consistent with the Operational Statement in Exhibit "B" and that any significant changes in the operational statement be reviewed by staff for consistency with this use permit.
3. That the site shall be developed consistent with the comments and conditions of the Site Plan Review Committee, as set forth under Site Plan No. 2016-160.
4. That the sanctuary seating is limited to 192, and the sanctuary occupancy be posted at 192.
5. That the unpaved parking area be fenced (bollards and cables or other method approved by the City Planner), and not used for parking unless a Temporary Conditional Use Permit has been issued or as approved in writing by the City Planner.
6. That building permits be obtained and completed for all unpermitted interior and exterior construction within 120 days of approval of this use permit.
7. That all new or replacement landscaping is developed to the current MWELo (Low Water Use) standards, which may require modifications to the existing Landscaping Plan. Landscape and irrigation plans are required as a part of the building permits for each Phase of construction.
8. That the lighting for the facility, including existing lighting, not exceed more than .5 lumens or less at property lines, and are directed and/or shielded to not fall upon adjacent properties.
9. That outdoor public address systems and other equipment which may produce loud noise, may not exceed the allowable community noise levels. Additional Planning Division review is required prior to the installation or use of any exterior public address system.
10. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2016-30, prior to the issuance of any building permits for this project.
11. That all other federal, state and city codes, ordinances and laws be met.



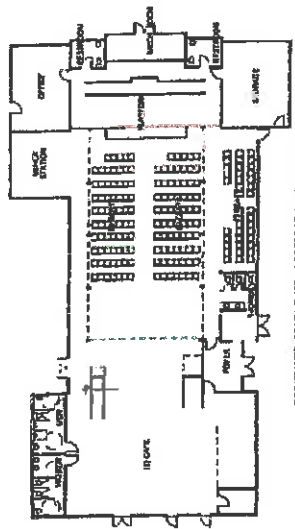
THE ROAD CHURCH
1021 S BURKE
ARCHITECT PA

DATE	DESCRIPTION
10/15/2018	PRELIMINARY PLAN
11/15/2018	REVISED PLAN
12/15/2018	REVISED PLAN
01/15/2019	REVISED PLAN
02/15/2019	REVISED PLAN
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THE ROAD CHURCH

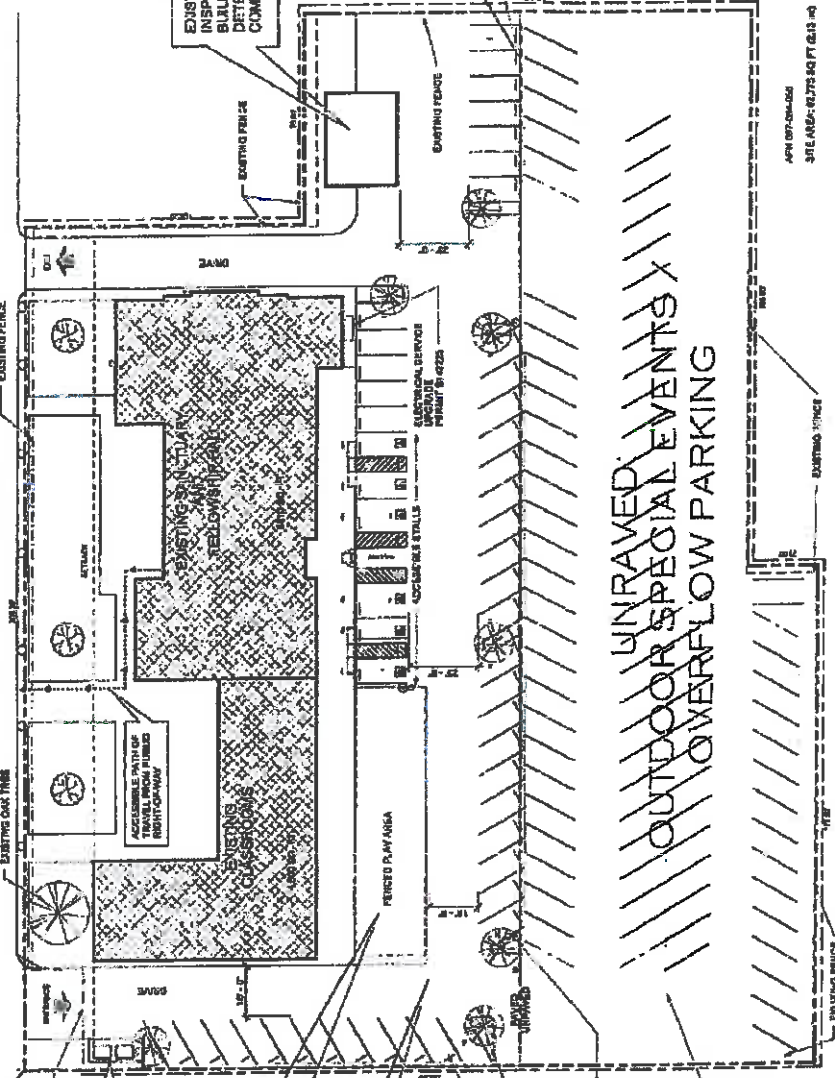
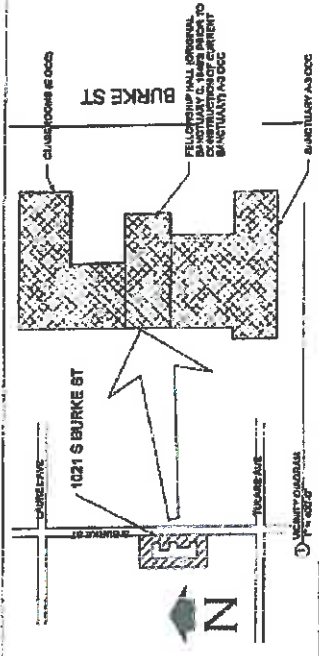
1021 S Burke St, Visalia, CA 93291

SECRET: REVEALS DRAINAGE
EXISTING: EXISTING
REMOVED: REMOVED
NEW: NEW
PROPOSED: PROPOSED
ACCESS: AS SHOWN
STAIRS: STAIRS



1. FLOOR PLAN
2. TRAFFIC
3. ACCESSORY USES 12-112
4. PERMIT BRUSH
5. FOR APPROVED LOCAL PLAN REGULATIONS AND SETBACKS
6. SEE LOCAL PERMIT OPERATIONS DIVISION FOR CURRENT LOCAL AND SETBACKS

BURKE STREET



EXISTING OUTBUILDING. INSPECTION REQUIRED BY BUILDING DEPARTMENT FOR DETERMINATION OF CODE COMPLIANCE AND REMEDIES

DEMISING LINE AT PAVED / UNPAVED LINE; PROVIDE SEMI-PERMANENT FENCE TO RESTRICT PARKING TO PAVED AREA DURING ORDINARY CALENDAR EVENTS
FENCE SEGMENTS WITH REELED POSTS

48 STALLS FACTORED TO 4 SANCTUARY SEATS PER STALL. OCCUPANT LOAD SHALL NOT EXCEED 182 OCCUPANTS

TWO-BIN TRASH AREA; BIN CONFIGURATION AND OPERATION TO BE DETERMINED IN PLAN REVIEW

EXISTING PLAY STRUCTURE; OBTAIN PERMIT TO RECONSTRUCT TO MEET ACCESSIBILITY AND SAFETY REGULATIONS

EXISTING ASPHALT PAVING; PARKING LAYOUT SHOWN = 48 STALLS

PARKING: ONE-WAY CIRCULATION; TYPICAL PARKING STALL: 9' x 18' WITH PRECAST CONC WHEEL STOP, 60 DEGREE AND 90 DEGREE

CONSTRUCT TREE WELLS CONFORMING TO CITY STANDARDS
CONSTRUCT POST-MOUNT AREA LIGHTING, NUMBER AND LAYOUT BASED ON PHOTOMETRIC ANALYSIS

FUTURE PARKING EXPANSION COULDED WITH INCREASE IN BUILDING OCCUPANT LOAD; FUTURE PARKING SHALL BE CONFIGURED TO PARKING STANDARDS AND DESIGNED WITH GRADING/DRAINAGE



APR 07-08-09
37E AREA: 61,775 SQ FT @ 1:10

381 062-0360

The Road Church

The Road Church

About: The Road is a non-denominational church located at 1021 South Burke Street in Visalia. Sunday Services are held at 9:00 am and 11:00 am.

The Road is the South Campus of a recently formed dual church configuration and is directly linked with Encounter Church of Fresno, Clovis.

Founded: The church was founded in 2013

Mission Statement: *Doing ministry without fear by planning and living out a radical, Biblical calling that advances the Kingdom of God!*

Leaders: **Joe Basile** is the lead Pastor of the Road Church as well as Encounter Church of Fresno, Clovis. **Ryan Kenny** is Senior Associate Pastor of the Road Church and of Encounter Church of Fresno, Clovis. Pastor **David White** is South Campus Pastor. **Nick Anthony** is the Executive Pastor of the Road Church...and works to assist in the day to day activities of The Road while facilitating various ministry needs for Celebrate Recovery, Hospital Visitation, Prayer Team, and others. **Richard Bergman** is Creative Pastor of The Road Church overseeing media for The Road and Encounter Church. **Danita Winding** is the Children's Director at the Road. **Eric McIntosh** is the Worship Pastor and also works to assist as needed. **Linda Lloyd** is the Executive Secretary of The Road Church and Iron Men's Ministry. The Road Church Youth Director is **Joseph Kosner**. This ministry is active in both Junior and High School age and is expected to grow under Joseph's leadership. **Roger Grisham** is the Facilities Director at The Road and oversees all of the churches building projects and maintenance staff. **Lori Walker** is The Road Church Finance Director and manages the day-to-day finances of The Road Church.

The Road church is active in the South East community through the services it provides. Effective November 20th the Road will go to two services on Sunday. The maximum number of occupants for any event inside the sanctuary is 192 to correspond with the number of available parking stalls.

Monday Bible Study - During the course of a week, Monday Services are held on campus for men and women's bible study. Average attendance is 35 for the women and 30 for the men. Piano lessons are held from 5 pm to 7:30 pm.

Tuesday Celebrate Recovery – For this ministry the hours are 6 pm to 8:30 pm with an average attendance of 50 men and women.

Wednesday Night Family Service and Awana – Set to open in December, Wednesday Night services with the addition of the AWANA program for children are expected to reach 75. Piano lessons are held from 6 pm to 8 pm.

Thursday Youth Night -- Designed for youth from Junior High to High School age this service utilizes the sanctuary and draws 25 on average.

Friday – Piano Lessons are held from 1-2 pm

Saturday Special Events – 9 am to 12:30 Grace Community Church meets in the Community Room. Throughout the course of the year, events are held in the sanctuary that are not a part of the normal church function. During the holidays a children's function, for example, may reach 275 on a Saturday. The same may hold true for a wedding.

Sundays – Faith Community Church meets in the Community Room, 2:30 pm to 6:00 pm.

Exhibit "B"

Existing Building Use: Offices for The Road to conduct business are open from 8:30 am to 5 pm Monday through Thursday and from 8:30 am to 12 noon on Friday. In addition, church activities listed above occur from 6 pm to 8:30 pm. Regular Church Services on Sunday and their support range between 6 am to 1 pm, with occasional special gatherings and events throughout the year.

Proposed Building Use: No change.

Number of Employees Per Day: There are three employees who man the offices at The Road during regular business hours On Saturdays there are two in the office from 8:30 to 12 noon.

Number of employees per day	Existing	Proposed
Monday	6	
Tuesday (Staff Meeting)	12	
Wednesday	5	
Thursday	6	
Friday (Piano Lessons)	3	
Saturday	1	

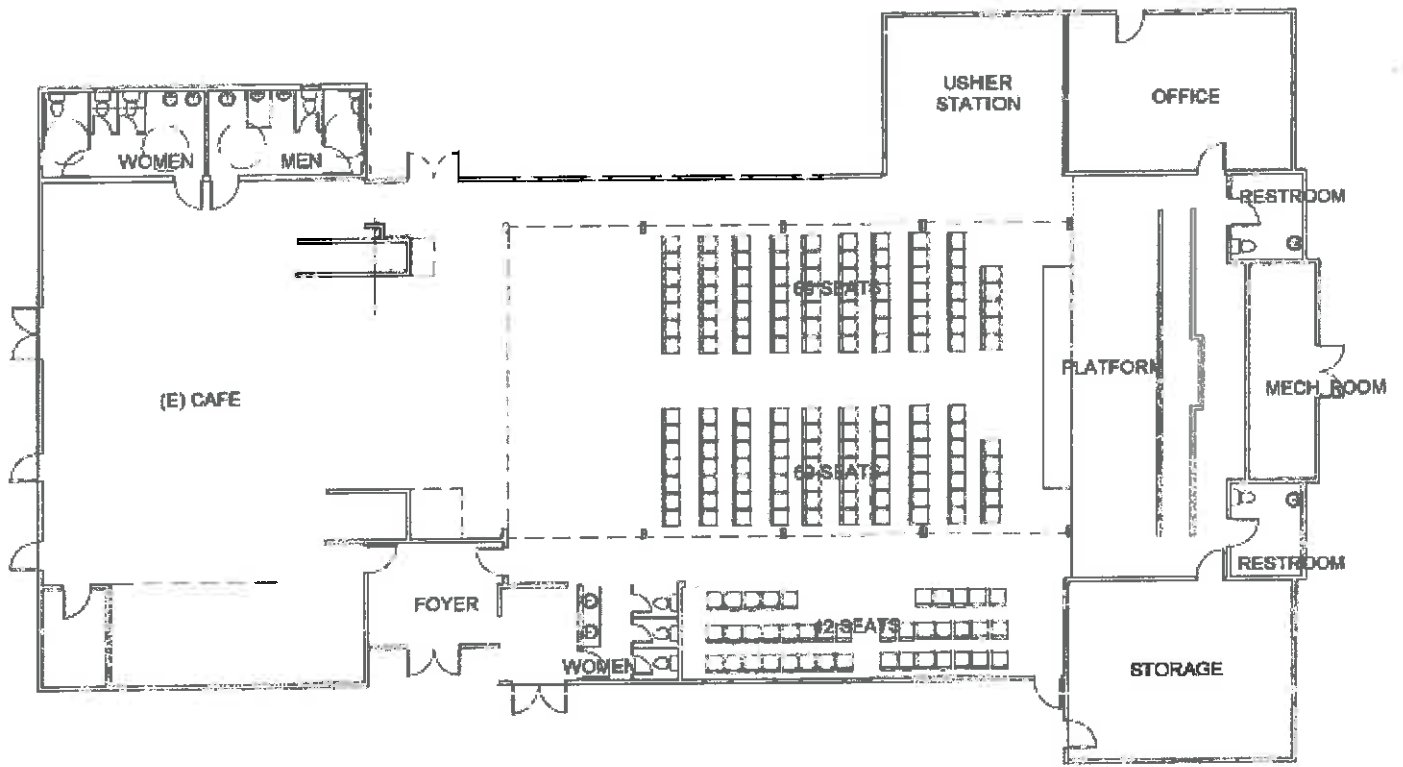
Number of church members per day	Existing	Proposed
Monday	70	
Tuesday	55	
Wednesday	Hiatus	125
Thursday	25	50
Friday	5	
Saturday (Grace Community Church)	20	
Sunday (The Road Church Services)	425	600

Expected Growth: The Road Church is committed to growth. An example of this commitment is the **Wednesday Night Service**, a family oriented evening that will encompass the popular **AWANA** children's ministry similar to **Cub Scouts** and **Girl Scouts** with the adult service.

Iron Men's Ministry: The revitalization of a proven men's ministry under the auspices of The Road Church is expected to generated considerable activity among men throughout the Visalia area.

Youth Ministry: Recently expanded to connect with high schools in the area, The Road Church Youth Ministry is expected to double in size over the next year.

Note: All of the above can be done within the allotted number of parking stalls.



OCCUPANTS: SEATING 180 + ACCESSORY USES 12 = 192
 (ACCESSORY USES = PLATFORM, OFFICE, STORAGE)

3 FLOOR PLAN
 1/16" = 1'-0"

-REFER TO PERMIT B161356 FOR APPROVED FLOOR PLAN CONFIGURATION AND EXITING
 -SEE ACCOMPANYING OPERATION STATEMENT FOR OCCUPANT LOADS AND DURATIONS

Sanctuary Floor Plan

Exhibit "C"

SITE PLAN REVIEW COMMENTS

Paul Bernal, Planning Division (559) 713-4025

Date: October 26, 2016

SITE PLAN NO: 2016-161
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENTS
APPLICANT: BLACK THOM
PROP. OWNER: CH-THE ROAD CHURCH
LOCATION TITLE: 1021 S BURKE ST
APN TITLE: 097-094-050
GENERAL PLAN: Residential Low Density
EXISTING ZONING: R-1-6 – Single-Family Residential 6,000 sq. ft. min. site area

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Conditional Use Permit (CUP) – Amendment required
- Building Permits
- Additional Information as Needed – Provide a **Detailed Operational Statement**

PROJECT SPECIFIC INFORMATION: 10-5-2016 – 10-12-2016

1. The site changes without permits or site plan review include: New Play Area which removed on-site parking / Addition of storage building / Grading and addition of DG for non-conforming parking along the west side of the site / Addition of a mezzanine and expansion of sanctuary area (recently issued a permit for life-safety purposes, does not allow additional sanctuary seating).
2. Provide interior layout with seating as originally approved, and as requested in this update. Originally approved seating is 314 seats which would require 79 parking stalls, if done at one stall per every four fixed seats. If based upon the sanctuary size (unknown at this time), the requirement is one stall per every 30 sq. ft. of sanctuary area used during the services.
3. Provide a detailed operational statement – including any ancillary activities which may compete for parking during regular church services.
4. The unpaved overflow parking area needs to be physically restricted from vehicle use, while allowing occasional access for annual special events. Activities which result in the need to use the overflow parking on a weekly basis are **not Special Events**, and use of the area on a weekly basis without full paving and block wall improvements is prohibited.
5. Regular use of the area shown as Overflow Parking will require paving and the associated block wall along the perimeter of the site (west, south, and north property lines).
6. Through the CUP process, the applicant may request that the required parking be done by the number of seats rather than the sq. ft. of sanctuary area. While this may reduce the required parking, if approved as part of the CUP, there may be restrictions to reduce on-site parking impacts.

Previous - PROJECT SPECIFIC INFORMATION: 12/23/2015 Site Plan Review No. 2015-187

1. The site plan and/or application do not specify the site improvements proposed with this item. Resubmit with a detailed list identifying the off-site improvements proposed with this Site Plan Review item.
2. The playground area appears to result in the reduction of onsite parking. Provide parking analysis identifying the number of parking spaces required by the church, and how many parking stalls are being removed as a result of the playground area.
3. Required on-site parking shall be maintained at all times. Only the Planning Commission, if approved, can grant reductions to parking beyond 20% through the Variance process. The submittal of a Variance application does not constitute staff supporting the variance request.
4. All unimproved surfaces shall be designed to City standards. The unimproved parking lot area shall be fully improved, including paving and parking lot landscaping if this area is used for church parking. This was a noted requirement with the previous Site Plan Review No. 2014-150.
5. The proposed improvements may require the submittal of a Finding of Consistency or Minor CUP. Provide additional information as noted by staff to determine the level of review required for this SPR item.

- Staff initial finding is that the proposed site plan IS CONSISTENT with the City General Plan. Because this project requires discretionary approval by the City Council and/or Planning Commission the final determination of consistency will be made by the Planning Commission and/or City Council.

R-1-6 Single Family Residential Zone [17.12]

Maximum Building Height: 35 Feet

Minimum Setbacks:

	Building	Landscaping
➤ Front	15 Feet	15 Feet
➤ Front Garage (garage w/door to street)	22 Feet	22 Feet
➤ Side	5 Feet	5 Feet
➤ Street side on corner lot	10 Feet	10 Feet
➤ Rear	25 Feet*	25 Feet

Minimum Site Area: 6,000 square feet

Accessory Structures:

Maximum Height: 12 feet (as measured from average grade next to the structure)

Maximum Coverage: 20% of required Rear Yard (last 25 feet by the width)

Reverse Corner Lots: No structure in the 25 feet of adjacent lot's front yard area, see Zoning Ordinance Section 17.12.100 for complete standards and requirements.

Parking:

1. **For churches:** One parking space for every four permanent seats in the principal assembly area or room, or one parking space for every thirty (30) square feet of floor area, whichever is greater (see Zoning Ordinance Section 17.34.020).
2. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot (Zoning Ordinance Section 17.34.030.I).
3. Provide handicapped space(s) (see Zoning Ordinance Section 17.34.030.H).
4. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.34.040.D & 17.30.130.C).
5. It is highly recommended that bicycle rack(s) be provided on site plan.

6. No parking shall be permitted in a required front yard (Zoning Ordinance Section 17.34.030.F).
7. Design/locate parking lot lighting to deflect any glare away from abutting residential areas, calculations to be shown on construction documents (Zoning Ordinance Section 17.34.030.J).

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).
3. Provide minimum of a seven-foot high concrete block wall or masonry wall along/around the following: The north, south, and west property lines abutting the parking lot.
4. NOTE: The maximum height of block walls and fences is 7-feet in the appropriate areas; this height is measured on the tallest side of the fence. If the height difference is such that the fence on the inside of the project site is not of sufficient height, the fence height should be discussed with Planning Staff prior to the filing of applications to determine if an Exception to fence/wall height should also be submitted.

Landscaping:

1. On September 30, 2009, the State Model Water Efficient Landscape Ordinance (MWELo) was finalized by the State Department of Water Resources to comply with AB 1881. AB 1881 along with the MWELo became effective on January 1, 2010. As of January 1, 2010, the State Model Water Efficient Landscape Ordinance became effective by adoption of a City urgency ordinance on December 21, 2009. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELo standards is required indicating that the landscaping has been installed to MWELo standards.**
2. Provide street trees at an average of 20-feet on center along street frontages. All trees to be 15-gallon minimum size (Zoning Ordinance Section 17.30.130.C).
3. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
4. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
5. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).
6. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C) or provide tree diamond well per every three parking stalls.
7. Provide a conceptual landscape plan for resubmittal or planning commission review.
8. Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

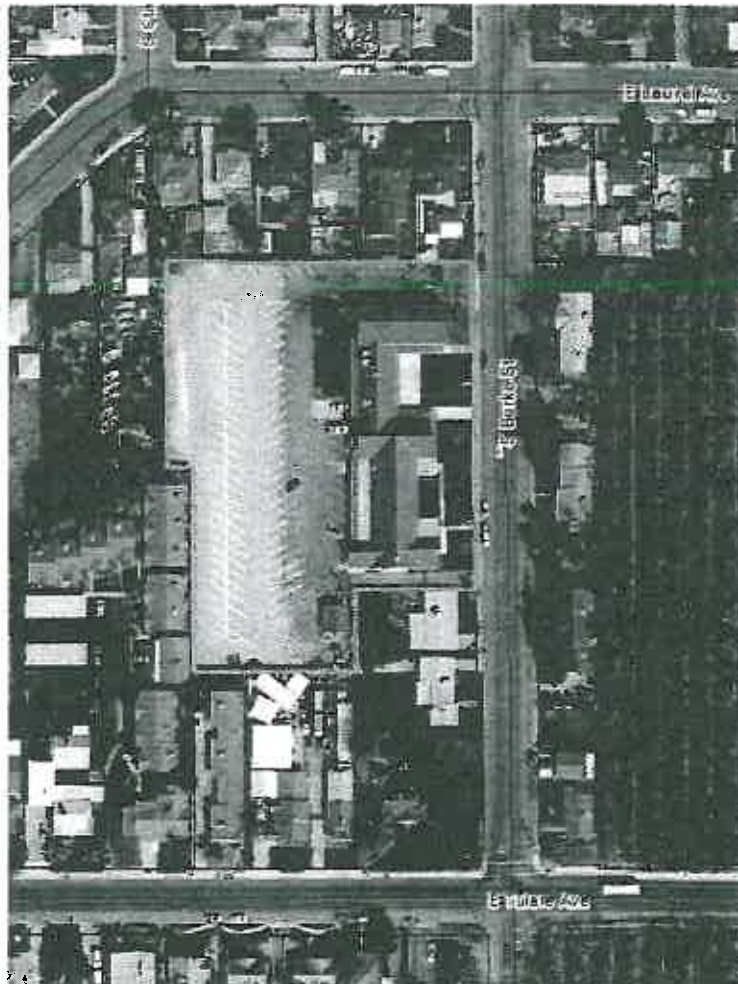
Lighting:

1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.

2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.
3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.
5. In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

Signature 



**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

- Jason Huckleberry 713-4259
- Adrian Rubalcaba 713-4271

ITEM NO: 8 DATE: OCTOBER 26, 2016

SITE PLAN NO.: 16-160
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENT (R16) (AE)
APPLICANT: BLACK THOM
PROP OWNER: CH-THE ROAD CHURCH
LOCATION: 1021 S BURKE ST
APN: 097-094-050

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with _____ radius;
- Install curb; gutter
- Drive approach size: Use radius return;
- Sidewalk: _____ width; parkway width at _____
- Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- Right-of-way dedication required. A title report is required for verification of ownership.
- Deed required prior to issuing building permit;
- City Encroachment Permit Required. FOR ANY WORK WITHIN PUBLIC RIGHT-OF-WAY
Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.
- CalTrans Encroachment Permit required. CalTrans comments required prior to issuing building permit.
Contacts: David Deel (Planning) 488-4088;
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: _____ : _____ maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.
- Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = .020%, V-gutter = 0.25%)
- Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
- Traffic indexes per city standards:

- Install street striping as required by the City Engineer.
- Install landscape curbing (typical at parking lot planters).
- Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
- Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
- Provide "R" value tests: each at
- Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- Access required on ditch bank, 15' minimum Provide wide riparian dedication from top of bank.
- Show Oak trees with drip lines and adjacent grade elevations. Protect Oak trees during construction in accordance with City requirements.
- A permit is required to remove oak trees. Contact Joel Hooyer at 713-4295 for an Oak tree evaluation or permit to remove. A pre-construction conference is required.
- Relocate existing utility poles and/or facilities.
- Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- Subject to existing Reimbursement Agreement to reimburse prior developer:
- Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
- If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
- If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.
- Comply with prior comments. Resubmit with additional information. Redesign required.

Additional Comments:

- 1. Additional conditions apply to Site plan floor layout and number of seats shown within main congregation area. Refer to further conditions by the Planning and Building Depts.**
- 2. The unimproved parking lot area will be restricted to special events only. New parking lot improvements are required to comply with required number of parking stalls per Planning Dept. Additional improvements are necessary to comply with landscape requirements conditioned by the Planning Dept.**
- 3. A City standard 24' refuse enclosure is required. Location and position to allow a direct-stab from a Solid Waste vehicle. Enclosure shall have a concrete apron and gates. Refer to City refuse enclosure standards. Revise Site Plan accordingly.**
- 4. An accessible path of travel from the public sidewalk to building entrance is required.**
- 5. Comply with City parking lot and ADA requirements.**
- 6. A building permit is required. Standard plan check and inspection fees will apply.**
- 7. Fenced play area and storage buildings shall be properly permitted as noted. Additional requirements may apply at time of building permit review.**
- 8. All landscaping shall comply with State MWELO standards. Landscape and irrigation plans to accompany building permits.**
- 9. Barricading is required between paved and unpaved surfaces. Refer to further conditions by Planning Dept.**

**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

- Jason Huckleberry 713-4259
- Adrian Rubalcaba 713-4271

ITEM NO: 8 DATE: OCTOBER 26, 2016

SITE PLAN NO.: 16-160
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENT (R16) (AE)
APPLICANT: BLACK THOM
PROP OWNER: CH-THE ROAD CHURCH
LOCATION: 1021 S BURKE ST
APN: 097-094-050

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with _____ radius;
- Install curb; gutter
- Drive approach size: Use radius return;
- Sidewalk: _____ width; _____ parkway width at _____
- Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- Right-of-way dedication required. A title report is required for verification of ownership.
- Deed required prior to issuing building permit;
- City Encroachment Permit Required. FOR ANY WORK WITHIN PUBLIC RIGHT-OF-WAY
Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.
- CalTrans Encroachment Permit required. CalTrans comments required prior to issuing building permit.
Contacts: David Deel (Planning) 488-4088;
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
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SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 16-160
Date: 10/26/2016

Summary of applicable Development Impact Fees to be collected at the time of building permit:
(Preliminary estimate only! Final fees will be based on the development fee schedule in effect at the time of building permit issuance.)


(Fee Schedule Date:10/1/2016)
(Project type for fee rates:CHURCH)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input type="checkbox"/> Groundwater Overdraft Mitigation Fee	
<input type="checkbox"/> Transportation Impact Fee	
<input type="checkbox"/> Trunk Line Capacity Fee	
<input type="checkbox"/> Sewer Front Foot Fee	
<input type="checkbox"/> Storm Drain Acq/Dev Fee	
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input type="checkbox"/> Waterways Acquisition Fee	
<input type="checkbox"/> Public Safety Impact Fee: Police	
<input type="checkbox"/> Public Safety Impact Fee: Fire	
<input type="checkbox"/> Public Facility Impact Fee	
<input type="checkbox"/> Parking in-Lieu	

Reimbursement:

- 1.) No reimbursement shall be made except as provided in a written reimbursement agreement between the City and the developer entered into prior to commencement of construction of the subject facilities.
- 2.) Reimbursement is available for the development of arterial/collector streets as shown in the City's Circulation Element and funded in the City's transportation impact fee program. The developer will be reimbursed for construction costs and right of way dedications as outlined in Municipal Code Section 16.44. Reimbursement unit costs will be subject to those unit costs utilized as the basis for the transportation impact fee.
- 3.) Reimbursement is available for the construction of storm drain trunk lines and sanitary sewer trunk lines shown in the City's Storm Water Master Plan and Sanitary Sewer System Master Plan. The developer will be reimbursed for construction costs associated with the installation of these trunk lines.



Adrian Rubalcaba

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

October 26, 2016

ITEM NO:	8
SITE PLAN NO:	SPR16180
PROJECT TITLE:	THE ROAD CHURCH
DESCRIPTION:	SITE IMPROVEMENT (R-1-C) (AS)
APPLICANT:	BLACK THOM
PROP. OWNER:	ON-THE ROAD CHURCH
LOCATION:	1021 S BURKE ST
APN(S):	097-004-030

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

- No Comments
- See Previous Site Plan Comments
- Install Street Light(s) per City Standards.
- Install Street Name Blades at Locations.
- Install Stop Signs at Locations.
- Construct parking per City Standards PK-1 through PK-4.
- Construct drive approach per City Standards.
- Traffic Impact Analysis required.
 - Provide more traffic information such as a TIA may be required. Depending on development size, characteristics, etc.,

Additional Comments:

•



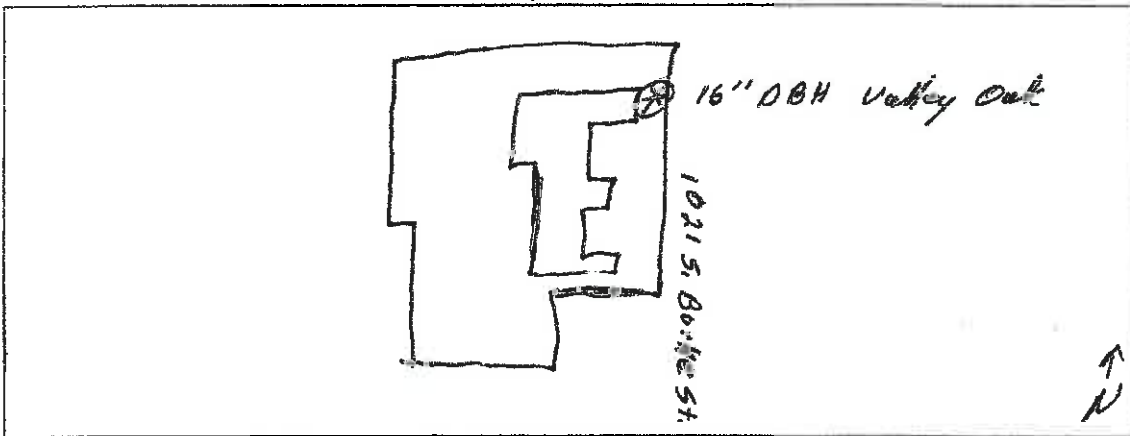
Leslie Blair

City of Visalia
Parks and Urban Forestry
336 N. Ben Maddox Way
Visalia, CA 93292

Date: 10-25-16

Site Plan Review # 16160

SITE PLAN REVIEW COMMENTS



COMMENTS: See Below None

Please plot and protect all Valley Oak Trees.

Landscape along parkway to be planted by developer and maintained by a maintenance district.

All drainage from curb and gutter along streets to be connected to storm drain system.

All trees planted in street right-of-way to be approved by the Public Works Superintendent of Parks.

Tie-ins to existing infrastructure may require a bore. Check with the Public Works Department prior to any street cut.

Other Comments: _____

1-16" DBH Valley Oak


Joel Hooyer

Parks and Urban Forestry Supervisor

559 713-4295

Fax 559 713-4818

Email: jhooyer@ci.visalia.ca.us

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4500

16-160
#

COMMERCIAL BIN SERVICE

- No comments, residential service OK.
- Same comments as
- Revisions required prior to submitting final plans. See comments below.
- Resubmittal required. See comments below.
- Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers.
- ALL refuse enclosures must be R-3 OR R-4
- Customer must provide combination or keys for access to locked gates/bins
- Type of refuse service not indicated 16-06
- Location of bin enclosure not acceptable. See comments below.
- Bin enclosure not to city standards double.
- Inadequate number of bins to provide sufficient service. See comments below.
- Drive approach too narrow for refuse trucks access. See comments below.
- Area not adequate for allowing refuse truck turning radius of :
Commercial (X) 50 ft. outside 36 ft. inside; Residential () 35 ft. outside, 20 ft. inside.
- Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- Bin enclosure gates are required
- Hammerhead turnaround must be built per city standards.
- Cul - de - sac must be built per city standards.
- Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- Area in front of refuse enclosure must be marked off indicating no parking
- Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad. Customer will be required to roll container out to curb for service.
- Must be a concrete slab in front of enclosure as per city standards
The width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.

Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.

Bin enclosure gates must open 180 degrees and also hinges must be mounted in front of post see page 2 for instructions

COMMENTS

Javier Hernandez, Solid Waste Front Load Supervisor 713-4338
Earl Nielsen, Solid Waste Manager

**QUALITY ASSURANCE DIVISION
SITE PLAN REVIEW COMMENTS**

ITEM NO: 8 DATE: October 26, 2016
SITE PLAN NO: SPR16160
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENT (R-1-6) (AE)
APPLICANT: BLACK THOM
PROP OWNER: CH-THE ROAD CHURCH
LOCATION: 1021 S BURKE ST
APN(S): 097-094-050

YOU ARE REQUIRED TO COMPLY WITH THE CITY OF VISALIA WASTEWATER ORDINANCE 13.08 RELATIVE TO CONNECTION TO THE SEWER, PAYMENT OF CONNECTION FEES AND MONTHLY SEWER USER CHARGES. THE ORDINANCE ALSO RESTRICTS THE DISCHARGE OF CERTAIN NON-DOMESTIC WASTES INTO THE SANITARY SEWER SYSTEM.

YOUR PROJECT IS ALSO SUBJECT TO THE FOLLOWING REQUIREMENTS:

- WASTEWATER DISCHARGE PERMIT APPLICATION
- SAND AND GREASE INTERCEPTOR – 3 COMPARTMENT _____
- GREASE INTERCEPTOR min. 1000 GAL
- GARBAGE GRINDER – ¾ HP. MAXIMUM _____
- SUBMISSION OF A DRY PROCESS DECLARATION _____
- NO SINGLE PASS COOLING WATER IS PERMITTED _____
- OTHER _____
- SITE PLAN REVIEWED – NO COMMENTS

CALL THE QUALITY ASSURANCE DIVISION AT (559) 713-4529 IF YOU HAVE ANY QUESTIONS.

CITY OF VISALIA
PUBLIC WORKS DEPARTMENT
QUALITY ASSURANCE DIVISION
7579 AVENUE 288
VISALIA, CA 93277



AUTHORIZED SIGNATURE

10-21-16

DATE



Site Plan Review Comments For
Visalia Fire Department
Kurtis A. Brown,
Fire Marshal
707 W Acequia
Visalia, CA 93291
559-713-4261 *office*
559-713-4808 *fax*

ITEM NO: 8

DATE: October 26, 2016

SITE PLAN NO: SPR16160
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENT (R-1-6) (AE)
APPLICANT: BLACK THOM
PROP OWNER: CH-THE ROAD CHURCH
LOCATION: 1021 S BURKE ST
APN(S): 097-094-050

The following comments are applicable when checked:

- The Site Plan Review comments are issued as general overview of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2013 California Fire Code (CFC), 2013 California Building Codes (CBC) and City of Visalia Municipal Codes.
- All fire detection, alarm, and extinguishing systems in existing buildings shall be maintained in an operative condition at all times and shall be replaced or repaired where defective. If building has been vacant for a significant amount of time, the fire detection, alarm, and or extinguishing systems may need to be evaluated by a licensed professional. *2013 CFC 901.6*
- No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire & life safety requirements including fire protection.
- More information is needed before a Site Plan Review can be conducted. Please submit plans with more detail. Please include information on

General:

- Address numbers must be placed on the exterior of the building in such a position as to be clearly and plainly visible from the street. Numbers will be at least four inches (4") high and shall be of a color to contrast with their background. If multiple addresses served are by a common driveway, the range of numbers shall be posted at the roadway/driveway. *2013 CFC 505.1*
- A Knox Box key lock system is required. Where access to or within a structure or an area is restricted because of secured openings (doors and/or gates) or for fire-fighting purposes, a key box is to be installed in an approved location. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.) *2013 CFC 506.1*
- All hardware on exit doors shall comply with Chapter 10 of the 2013 California Fire Code. This includes all locks, latches, dolt locks, and panic and fire exit hardware.
- Provide Illuminated exit signs and emergency lighting through-out building. *2013 CFC 1011*
- When portion of the building are built upon a property line or in close proximity to another structure the exterior wall shall be constructed as to comply *2013 California Building Code Table 508.4 and Table 602.*

- Commercial dumpsters with 1.5 cubic yards or more shall not be stored or placed within 5 feet of combustible walls, openings, or a combustible roof eave line except when protected by a fire sprinkler system. *2013 CFC 304.3.3*

- If your business handles hazardous material in amounts that exceed the Maximum Allowable Quantities listed on *Table 5003.1.1(1), 5003.1.1(2), 5003.1.1(3) and 5003.1.1(4) of the 2013 California Fire Code*, you are required to submit an emergency response plan to the Tulare County Health Department. Also you shall indicate the quantities on your building plans and prior to the building final inspection a copy of your emergency response plan and Safety Data Sheets shall be submitted to the Visalia Fire Department.

Water Supply:

- Construction and demolition sites shall have an approved water supply for fire protection, either temporary or permanent, and shall be made available as soon as combustible material arrives on the site. *2013 CFC 3312*

- No additional fire hydrants are required for this project; however, additional fire hydrants may be required for any future development.

- There is/are fire hydrants required for this project. (See marked plans for fire hydrant locations.)

- Fire hydrant spacing shall comply with the following requirements:
The exact location of fire hydrants and final decision as to the number of fire hydrants shall be at the discretion of the fire marshal, fire chief and/or their designee. *Visalia Municipal Code 16.36.120 & 16.36.120(8)*
 - Single-family residential developments shall be provided with fire hydrants every six hundred (600) lineal feet of residential frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Multi-family, zero lot line clearance, mobile home park or condominium developments shall be provided with fire hydrants every four hundred (400) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Multi-family or condominium developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every six (600) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Commercial or industrial developments shall be provided with fire hydrants every three hundred (300) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
 - Commercial or industrial developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every five hundred (500) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.

- When any portion of a building is in excess of one hundred fifty (150) feet from a water supply on a public street there shall be provided on site fire hydrants and water mains capable of supplying the required fire flow. *Visalia Municipal Code 16.36.120(6)*

Emergency Access:

- A construction access road is required and shall be a minimum of 20 feet wide. The road shall be an all-weather driving surface accessible prior to and during construction. The access road shall be capable of holding 75,000 pound piece of fire apparatus, and shall provide access to within 100 feet of temporary or permanent fire department connections. *2013 CFC 3310*

- Buildings or portions of buildings or facilities with a vertical distance between the grade plans and the highest roof surface exceed 30 feet shall provide an approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Access routes shall be located within a minimum of 15 feet and maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. *2013 CFC D105*

- A fire apparatus access roads shall be provide and must comply with the CFC and extend to within 150 of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Minimum turning radius for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. *2013 CFC 503.1.1*

- Fire apparatus access roads in excess of 150 feet and dead end shall be provided with a turnaround. Length 151-500 feet shall be a minimum of 20 feet in width and have a 120 foot Hammerhead, 60-foot "Y" or 96-Foot diameter Cul-de-sac in accordance with Figure D103.1 of the 2013 CFC. Length 501-750 feet shall be 26 feet in width and have a 120 foot Hammerhead, 60-foot "Y" or 96-Foot diameter Cul-de-sac in accordance with Figure D103.1 of the 2013 CFC.

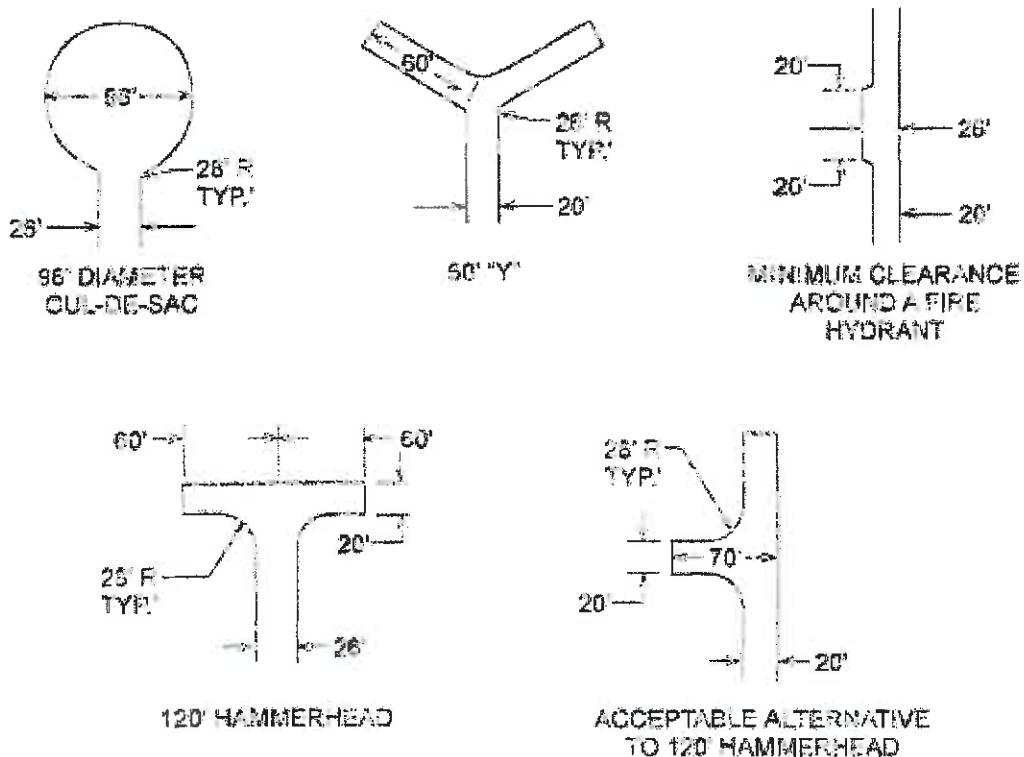


FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

Gates on access roads shall be a minimum width of 20 feet and shall comply with the following:
2013 CFC D103.5

- Typical chain and lock shall be the type that can be cut with a common bolt cutter, or the developer may opt to provide a Knox Box key lock system.
- Gates shall be of the swinging or sliding type.
- Gates shall allow manual operation by one person. (power outages)
- Gates shall be maintained in an operative condition at all times.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.)

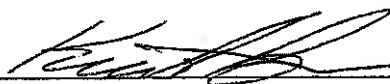
In any and all new One- or two-family dwellings residential developments regardless of the number of units, street width shall be a minimum of 36 feet from curb to curb to allow fire department access and to permit parking on both sides of the street. A minimum of 20 feet shall be provided for developments that don't allow parking on the streets. *2013 CFC D107.2*

Fire Protection Systems:

An automatic fire sprinkler system will be required for this building. Also a fire hydrant is required within 50 feet of the Fire Department Connection (FDC). *2013 CFC 903 and Visalia Municipal Code 16.36.120(7)*

Commercial cooking appliances and domestic cooking appliances used for commercial purposes that produces grease laden vapors shall be provided with a Type 1 Hood, in accordance with the California Mechanical Code, and an automatic fire extinguishing system. *2013 CFC 904.11 & 609.2*

Special Comments:



Kurtis A. Brown
Fire Marshal

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

ITEM NO: 8 DATE: October 26, 2016
SITE PLAN NO: SPR16160
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENT (R-1-6) (AE)
APPLICANT: BLACK THOM
PROP OWNER: CH-THE ROAD CHURCH
LOCATION: 1021 S BURKE ST
APN(S): 097-094-050

Site Plan Review Comments

- No Comment at this time.

- Request opportunity to comment or make recommendations as to safety issues as plans are developed.

- Public Safety Impact fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001

Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.

- Not enough information provided. Please provide additional information pertaining to:

- Territorial Reinforcement: Define property lines (private/public space).

- Access Controlled / Restricted etc:

- Lighting Concerns:

- Landscaping Concerns:

- Traffic Concerns:

- Surveillance Issues:

- Line of Sight Issues:

- Other Concerns:



Visalia Police Department

City of Visalia
Building: Site Plan
Review Comments

ITEM NO: 8 DATE: October 26, 2016
SITE PLAN NO: SPR16160
PROJECT TITLE: THE ROAD CHURCH
DESCRIPTION: SITE IMPROVEMENT (R-1-6) (AE)
APPLICANT: BLACK THOM
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LOCATION: 1021 S BURKE ST
APN(S): 097-094-050

NOTE: These are general comments and DO NOT constitute a complete plan check for your specific project
Please refer to the applicable California Codes & local ordinance for additional requirements.

- Business Tax Certification is required. *For information call (559) 713-4326*
- A building permit will be required. *For information call (559) 713-4444*
- Submit 4 sets of professionally prepared plans and 2 sets of calculations. (Small Tenant Improvements)
- Submit 4 sets of plans prepared by an architect or engineer. Must comply with 2013 California Building Cod Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking, common area and public right of way must comply with requirements for access for persons with disabilities.
- Multi family units shall be accessible or adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required clearance from San Joaquin Valley Air Pollution Board. Prior to any demolition work
For information call (661) 392-5500
- Location of cashier must provide clear view of gas pump island
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-7400*
- Project is located in flood zone AE * Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$151.90) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.54 per square foot. Residential \$3.48 per square foot. **FOR OUT BUILDING**
- Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments
- See previous comments dated: _____
- Special comments: _____

 Date: 10/22/16
Signature

Susan Currier

From: Deel, David@DOT <david.deel@dot.ca.gov>
Sent: Tuesday, November 08, 2016 2:57 PM
To: Susan Currier
Cc: Jason Huckleberry; Navarro, Michael@DOT; Paul Bernal; Mendibles, Lorena@DOT
Subject: RE: SPR Agenda for October 26, 2016

Susan —

Caltrans has "NO COMMENT" on the following:

SPR 16154 (mobile Home)
SPR 16155 (Gym)
SPR 16156 (7 lot subd)
SPR 16157 (Brewery)
SPR 16159 (TI for auto repair)
SPR 16160 (Church)
SPR 16161 63 Lot Subd)
SPR 16162 (limo service)
SPR 16141 (resub Doc's drive in)

Caltrans will provide comments on:

SPR 16144 (resub 54 lots subd)
SPR 16158 8 lot subd access directly to 63)

Thanks,

DAVID DEEL | 559.488.7396

CALTRANS D6 

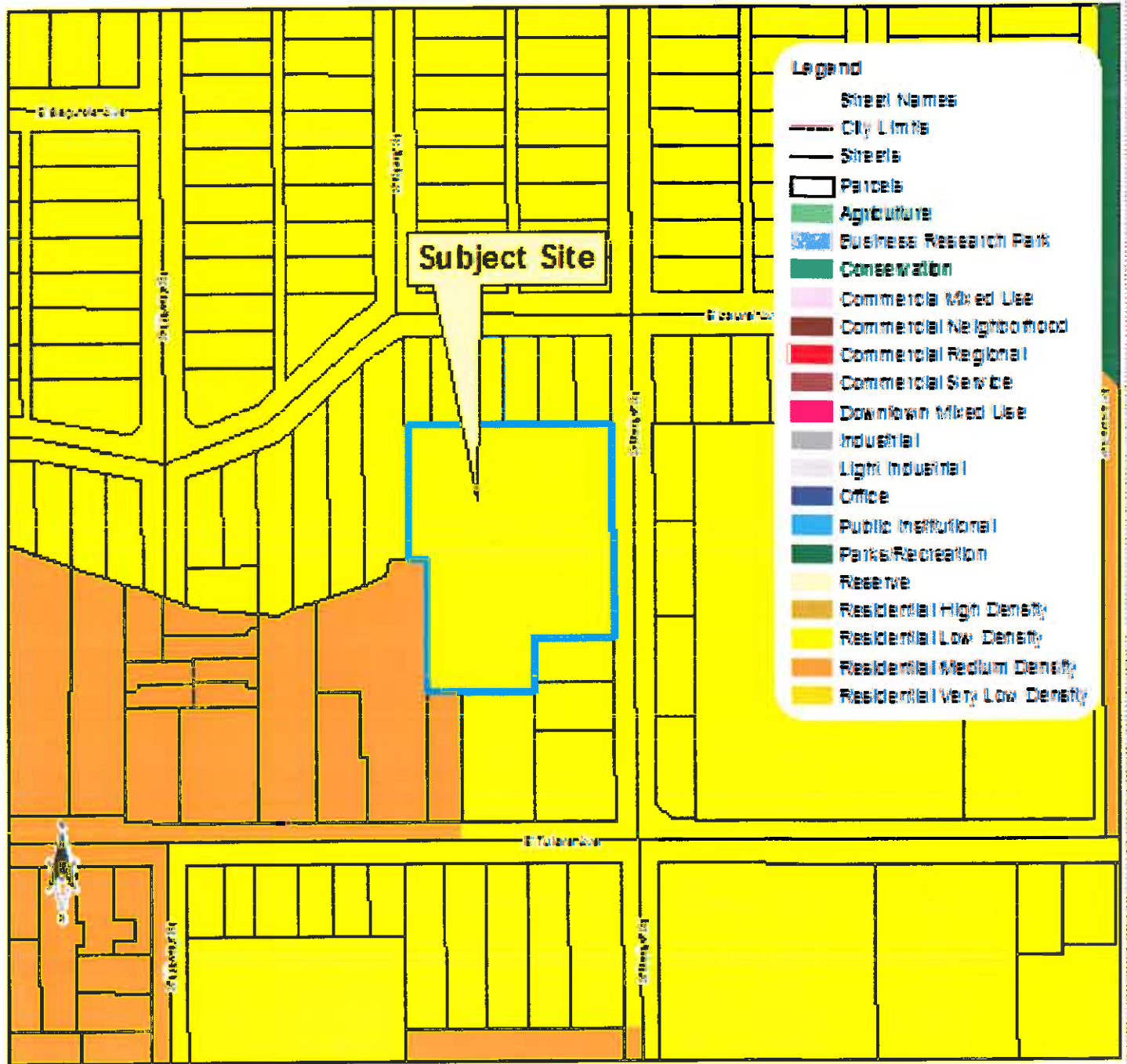
From: Susan Currier [mailto:Susan.Currier@visalia.city]
Sent: Friday, October 21, 2016 11:10 AM
To: Deel, David@DOT <david.deel@dot.ca.gov>
Subject: SPR Agenda for October 26, 2016

Please find the attached SPR Agenda for October 26, 2016.

*Susan Currier
Planning Assistant
City of Visalia
315 E. Acequia Ave.
Visalia, CA 93291
(559) 713-4436
Fax (559) 713-4813
Email susan.currier@visalia.city
Website www.visalia.city*

The Site Plan Review Agenda is sent out weekly.

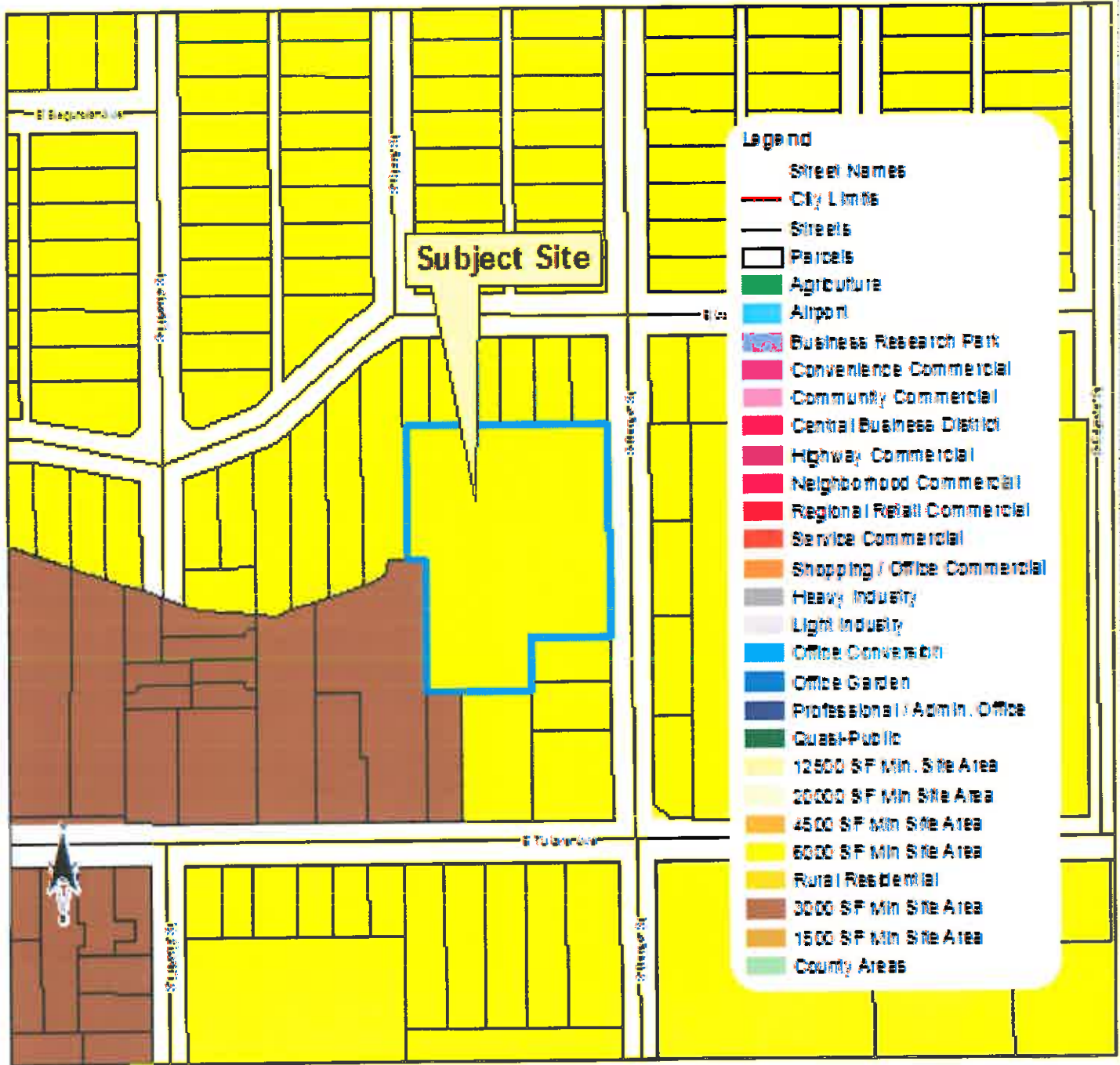
City of Visalia



Land Use Designations

CUP No. 2016-30

City of Visalia



Zoning Designations

CUP No. 2016-30

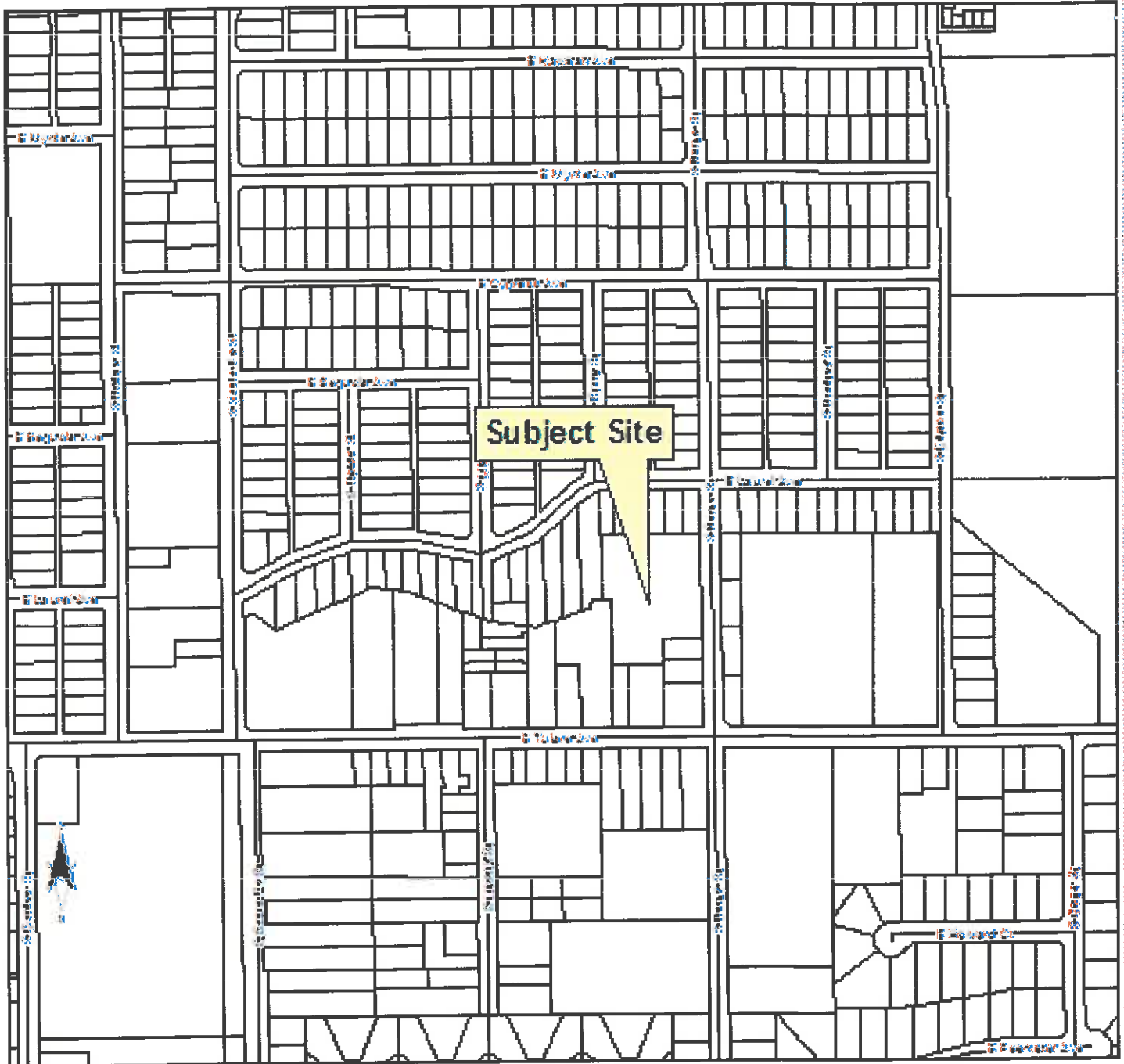
City of Visalia



Aerial Photo

CUP No. 2016-30

City of Visalia



Location Map

CUP No. 2016-30