

**Summary Form for Electronic Document Submittal****Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2014121076

Project Title: East Side Region Park Project

Lead Agency: City of Visalia

Contact Name: Brandon Smith, Principal Planner

Email: Brandon.Smith@visalia.city Phone Number: (559) 713-4636

Project Location: Visalia Tulare  
*City* *County*

Project Description (Proposed actions, location, and/or consequences).

See attached Project Description

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attached Mitigation Monitoring and Reporting Program

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

- Concerns regarding noise generated by nighttime activities;
- A need for more group picnic areas;
- Access to Road 152;
- Odors from dog park;
- Concerns regarding width of setbacks on north and east boundaries;
- Desire for a "hands-off" habitat area;
- Desire for archery facilities;
- Concern regarding building in 100-year flood zone.
- Desire for permeable paving where possible;
- Desire for City garden bed space;
- Desire for play structures dispersed closer to soccer fields and more splash parks;
- Concerns regarding bike access

Provide a list of the responsible or trustee agencies for the project.

The following Responsible Agencies may utilize the FEIR in the issuance of any discretionary permits or approvals prior to construction of all or portions of the Project:

- California Department of Fish and Wildlife
- Regional Water Quality Control Board –Central Valley Region
- State Water Resources Control Board
- California Department of Transportation
- San Joaquin Valley Air Pollution Control District
- Tulare County Airport Land Use Commission
- County of Tulare

# Project Description

## Project Location and Boundaries

The City of Visalia (City) encompasses approximately 37.94 square miles and lies within northwestern Tulare County (County) in the central San Joaquin Valley. The Project evaluated in this DEIR is located partially within the City and partially within the County; one of the actions necessary for Project implementation is annexation of the unincorporated areas into the City.

The Project area evaluated in this DEIR comprises approximately 286 acres situated in the northeast quadrant of the City, lying north of State Route (SR) 198 and east of North McAuliff Street. Approximately 130 acres of the Project site, lying north of Mill Creek and south of Houston Avenue, Assessor Parcel Numbers (APNs) 103-110-24, -25, -26, -27, -28, -29, -32, and -33, are currently situated in the County and will need to be annexed to the City. The APNs within the City limits are 103-500-001, -002, -003; 103-510-002, -003, -004, -005, -006, -007 -008, and -009. The Project Site is generally bounded as follows: on the south by the proposed realigned Mineral King Avenue; on the west by existing single-family residences and proposed Tower Street; on the east by Road 152; and on the north by Houston Avenue (called Ivanhoe Drive within Tulare County). This segment of Houston Avenue is also designated as SR 216.

## Environmental Setting

The Project location is in an area that has historically been predominately agricultural. The San Joaquin Valley, like most of California, experiences a Mediterranean climate with warm, dry summers and cool, moist winters. The City experiences annual precipitation rates of approximately 10.93 inches, of which 85% falls between October and March.<sup>1</sup>

*Surrounding.* The northerly portion of the Project is located at the far easterly edge of city limits and would be annexed by the City. Land to the north, south and east within the unincorporated portion of the County are agricultural, commercial, and rural residential uses. There are also County commercial uses to the south and east of the Project, fronting Noble Avenue and Mineral King Avenue, both of which are frontage roads to SR 198. Land to the west lies within the city limits and contains urban uses – predominantly single-family residential development. There is one rural single-family parcel fronting on Mineral King Avenue directly south of the agricultural tail water/recharge basin.

Adjacent to the west of the Tower Street alignment is an existing Southern California Edison (SCE) high-voltage transmission line corridor approximately 150 feet in width. The portion of the corridor south of Mill Creek is owned in fee title by the City. The portion of the corridor north of Mill Creek is primarily owned in fee title by SCE with a small portion owned in fee title by the City. The portions not owned by SCE are subject to an easement.

The City has approved a plan for the construction of a multi-use trail called the Greenway Trail. The Greenway Trail project, once constructed, would be within the SCE power line corridor. The trail is planned to begin where Cameron Creek crosses Road 148 approximately 1.2 miles south of SR 198. The trail would extend north for 2.7 miles within the SCE power line corridor traveling along the west edge of the Project site and connecting to the existing St. John's River Trail. The St. John's River Trail lies approximately a 0.25-mile north of Houston Avenue and runs east-west along the south bank of the St. John's River. The City has received a Caltrans Active Transportation Planning Grant funding to construct the portion of the trail from Mineral King Avenue to Mill Creek. In the meantime, design and environmental clearance tasks are in progress.

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<sup>1</sup> (U.S. Climate Data. 2020). <https://www.usclimatedata.com/climate/visalia/california/united-states/usca1204> Accessed on August 23, 2020.

Cutler Park, owned and maintained by the County, is located approximately 0.75-mile to the northeast of the Project along Ivanhoe Road/SR 216 at the St. John's River. Cutler Park is a small rural park with access to the St. John's River and offers playgrounds, grassy areas, trails, and general outdoor nature areas.

*Project Site.* The Project site has historically been and is currently used for agricultural purposes. There are multiple orchards in various stages, such as removal, planting, and harvesting, on the site. Two seasonal channels traverse the property: Mill Creek, and Packwood Creek. Three irrigation ditches traverse a portion of and terminate on the property or along the property boundary: Fleming Ditch, Oakes Ditch and one unnamed ditch. The unnamed ditch originates on the property as a bifurcation of Oakes Ditch. A portion of the Project site south of Packwood Creek and fronting along Mineral King Avenue is currently fallow with two depressed areas; the depressed area in the southeast corner was utilized in the past as a temporary parking lot. A portion of the Project site north of Packwood Creek and in the southwest corner contains an existing agricultural recharge basin.

## **Project Components**

The purpose of the Project would be to co-locate city-wide/regional park amenities for both passive and active recreational uses, amongst functional groundwater recharge/storm water layoff basins. The Project would allocate approximately 148 acres park uses and approximately 104 acres for recharge/storm water facility purposes. The primary components of the Project are described in more detail below.

### **Groundwater Recharge and Storm Water Layoff Basins**

The groundwater recharge/storm water layoff basins would comprise approximately 104 acres and the site storm water runoff basins would comprise approximately 3.13 acres. The Project integrates both types of basins into the layout of the park amenities.

The site storm water runoff would be accommodated by strategically-located drainage facilities that would direct storm water runoff from the Project into the basins. The storm water runoff basins are located along the west side adjacent to Tower Street and along the east side adjacent to Road 152.

The Project would utilize the three existing waterways flowing through the property (Mill Creek, Packwood Creek, and Oakes Ditch) for groundwater recharge and storm water layoff functions. The dual-function design would include new control structures to divert recharge and layoff waters from these waterways into the basins, move water between basins, and return water to Mill Creek or Packwood Creek as needed.

Currently, the Oakes Ditch traverses the site east to west and goes underground to a drop inlet at the west end of the Project boundary. The inlet ultimately feeds a pipeline into an existing agricultural recharge basin outside the Project. As part of the Project, Oakes Ditch would be incorporated across the site as the low flow lines of one of the recharge basins. Oakes Ditch would then terminate within the recharge basin. The drop inlet and the pipeline would be removed as part of this Project.

### **Regional Park Amenities**

The regional park amenities generally span across the entire Project site. The active recreational amenities would comprise approximately 139 acres. The passive amenities would utilize approximately 130 acres, which includes the groundwater recharge and storm water layoff facilities described above. These amenities would include the following:

- Four (4) lighted and fenced adult softball fields (325' to outfield fence)
- Four (4) lighted and fenced youth baseball Fields (225' to outfield fence)
- Five (5) lighted full-size soccer fields (210' X 330')
- Cricket field
- Lighted tennis courts
- Lighted pickleball courts
- Lighted full basketball court
- 18-hole disc golf course
- Amphitheater with seating capacity of 1,500
- Community center building (approx. 30,000 sq. ft.) including outdoor swimming pools
- Dog park (approx. 3 acres)
- Multi-use trails with fitness equipment
- Event and open space turf areas
- Children's adventure play areas and splash pad
- Picnic areas (formal and informal)
- Agriculture education barn
- Resource center
- Maintenance yard
- Parking areas

To enhance the aesthetics of the park, the Project also proposes to realign Mill Creek to replicate its historical meandering alignment from 1937.

## Access and Roadways

*Mineral King Avenue.* Currently there are two segments of Mineral King Avenue: one segment runs east to west; and the other curves off of the main segment to the north and would run through the Project before realigning with the main road. The straight east-west roadway segment would be referred to as the Mineral King Avenue (frontage road). The curvilinear segment of Mineral King Avenue would be referred to as Mineral King Avenue (existing re-alignment) west of Tower Street and the Mineral King Avenue (proposed re-alignment) east of Tower Street (arterial roadway). The Project proposes to construct the Mineral King Avenue (proposed re-alignment) east of Tower Street in a mirror image of the existing re-alignment located on the west side of Tower Street to retain access from the east-west frontage road to Road 152.

The existing and proposed re-alignments of Mineral King Avenue would have their alignments finalized and be constructed as part of the future Caltrans interchange at the intersection of Tower Street and SR 198. When this future interchange moves forward, a separate environmental document would be prepared by Caltrans.

*Tower Street.* To provide access to the Project a new arterial roadway (Tower Street) would be constructed along the western edge of the Project site. Tower Street would be built to City standards for an arterial roadway with an ultimate right-of-way of 110 feet. Tower Street would connect to Mineral King Avenue (frontage road) at the south and Houston Avenue (SR 216) at the north. Existing stub streets and roadway connections would

be extended east across the 150-foot-wide SCE corridor to connect to Tower Street—from south to north, Mineral King Avenue (frontage road), Mineral King Avenue (existing re-alignment), Villoy Avenue, Murray Avenue, Race Avenue, Douglas Avenue, and McKinley Avenue.

These connections would be designed to allow the incorporation of the crossings of the Greenway Trail (a separate project) within the SCE corridor.

The improvements to the intersection of Tower Street and Houston Avenue (SR 216) would be made and a stop sign would be added. Later, Caltrans may either provide a signalized intersection or a roundabout pursuant to Caltrans direction and standards. This is not part of this Project's activities and would be addressed by Caltrans in a separate environmental review.

In addition to the connections from the west, two park entrances would be constructed off Tower Street generally at the easterly alignments of Villoy Avenue and McKinley Avenue. These entrance points lead to an internal roadway system that provides circulation within the park. Areas for parking are available immediately off this internal roadway system.

*Houston Avenue (SR 216).* Currently, SR 216 exists as a four-lane divided roadway between Lovers Lane and McAuliff Street and as a two-lane roadway between McAuliff Street and Road 152.

*Road 152.* Improvements and underground utility extensions along Road 152 (western half of the road) would consist of a 10-foot roadway widening, grading, sidewalks, and curb and gutter.

## Annexation and Land Use Approvals

Prior to pursuing development of the Project, the City would need to amend the General Plan Land Use designation of approximately 42 acres in the northern area from Low Density Residential, Medium Density Residential, and High Density Residential to Parks/Recreation consistent with the remaining 88 acres area north of Mill Creek and the portion already within the city limits. The City would also pre-zone the 130 acres between Mill Creek and Houston Avenue to the Quasi-Public (QP) zone district, under which the Project uses are permitted and which is also consistent with the area already within the city limits; the unincorporated acreage is currently zoned AE-20 (Exclusive Agricultural – 20-Acre Minimum) by the County. The City would then apply to the Tulare County Local Agency Formation Commission (LAFCo) for annexation of the northern 130 acres. LAFCo's approval and subsequent perfection of the annexation would bring the property into the city limits, at which time the City's zoning would take effect.

The majority of the southern two-thirds of the Project Site is located within Tier I of the City's Urban Development Boundary, while the remainder (which is planned for residential use) is within Tier III, the Urban Growth Boundary. The City's General Plan contains criteria to determine whether land within Tier III can be developed; however, it applies only to residential, commercial, and industrial development. Therefore, the City Council's decision to annex the land for the regional park use constitutes the necessary criteria to allow the Project to be developed in the Tier 3 Urban Growth Boundary.

## Site Plan Review

Proposed Concept Plans A1 and B1 were the subject of Site Plan Review on July 22, 2015. City Departments providing review comments included:

- Fire Department –Required fire hydrants and provided accessibility comments and conditions.
- Police Department – Comments were given related to sufficient lighting, accessibility, and visibility. Primarily in support of Concept B1 as that concept provides the most accessibility and visibility.
- Public Works (sewer/water/storm drain) – Comments required the Project to comply with City Ordinance No. 13.08 and water features must use recirculated water.

- Solid Waste – No comment.
- Planning – Comments were given regarding the annexation, general plan amendment, change of zone, and lighting and noise concerns.
- Building – No comment.
- Traffic Safety Division – Required a Traffic Impact Analysis.
- Engineering – Comments required the Project to comply with City Standards.
- Parks & Recreation – Preserve valley oak trees.

Ultimately, the Site Plan Review Committee noted that the project should revise and proceed with the entitlement process.

The Project is intended to be built in three phases over an extended period of time, the duration of which is currently unknown. Timing of construction of each phase would be largely dependent on funding. As the project moves forward from phase to phase, construction-level engineering drawings for site grading, utility installation, roadway construction, and other improvements would need to be completed and approved by the City before construction can begin.

## **Construction Phasing**

As noted, the Project would be constructed in multiple phases. The first phase would include the development of the groundwater recharge and stormwater layoff basins. The second phase would include the construction of Tower Street and Road 152 frontage improvements as well as the construction of the following park amenities: Adult Softball Fields, Youth Baseball Fields, Soccer Fields, and Ancillary facilities (maintenance yard, cricket field, basketball court, children's play area, and picnic area) interior roadways and three entrances/exists. The third phase would include construction of the remainder of the park amenities.

## 6 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings in Chapter 3 – Impact Analysis of this EIR. The MMRP lists mitigation measures recommended for the Project and identifies monitoring and reporting requirements and responsible parties.

**Table 6-1** presents the mitigation measures identified for the Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, BIO-1 would be the first mitigation measure identified in the Biological Resources analysis of the EIR.

The first column of **Table 6-1** identifies the mitigation measure. The second column, entitled “When Monitoring is to Occur,” identifies the time the mitigation measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of which the monitoring of the mitigation measure should occur. The fourth column, “Agency Responsible for Monitoring,” names the party responsible for ensuring that the mitigation measure is properly implemented. The last columns will be used by the City of Visalia (City) as a check-off tool to ensure that and when individual mitigation measures have been complied with and monitored.

Table 6-1. Mitigation and Monitoring Reporting Program

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>Biological Resources</b>					
<b>BIO – 1a: (WEAP Training)</b>					
<ul style="list-style-type: none"> <li>• Prior to initiating construction activities (including staging and mobilization), all personnel associated with Project construction shall attend mandatory Worker Environmental Awareness Program (WEAP) training, conducted by a qualified biologist, to aid workers in identifying special status resources that may occur in the Project area.</li> <li>• The specifics of this program shall include identification of the sensitive species and suitable habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area.</li> <li>• This training will specifically discuss the conservation status of the California condor, in addition to all other special status species, describe the laws and regulations in place to provide protection of these species, identify the penalties for violation of applicable environmental laws and regulations, and a list of required protective measures to avoid “take.”</li> <li>• A fact sheet conveying this information, along with photographs or illustrations of sensitive species with potential to occur on-site, shall also be prepared for distribution to all contractors, their employees, and all other personnel involved with construction of the Project.</li> </ul>	Prior to initiating construction activities	Once	City of Visalia	Submittal of WEAP training attendance form	

Chapter 6 Mitigation Monitoring and Reporting Program  
 East Side Regional Park & Groundwater Recharge Project DEIR

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>All employees shall sign a form documenting that they have attended WEAP training and understand the information presented to them.</li> </ul>					
<b>BIO – 2: (Construction Operational Hours)</b>					
<ul style="list-style-type: none"> <li>Construction shall be conducted during daylight hours to reduce disturbance to wildlife that could be foraging within work areas.</li> </ul>	During construction activities	Continuously	City of Visalia	Permit condition	
<b>BIO – 3: Best Management Practices (BMPs)</b>					
<ul style="list-style-type: none"> <li>The Project proponent will ensure that all workers employ the following best management practices (BMPs) in order to avoid and minimize potential impacts to special status species:</li> </ul>			City of Visalia		
<b>BIO – 3a: Best Management Practices (BMPs)</b>					
<ul style="list-style-type: none"> <li>Vehicles shall observe a 15-mph speed limit while on unpaved access routes.</li> </ul>	During construction activities	Continuously	City of Visalia	Signs posted	
<b>BIO – 3b: Best Management Practices (BMPs)</b>					
<ul style="list-style-type: none"> <li>Workers shall inspect areas beneath parked vehicles prior to mobilization. If special status species are detected beneath vehicles, the individual will either be allowed to leave of its own volition or will be captured by the qualified biologist (must possess appropriate collecting/handling permits) and relocated out of harm's way to the nearest suitable habitat beyond the influence of the Project work area.</li> <li>"Take" of listed (rare, threatened, or endangered) is prohibited. If a listed species</li> </ul>	During construction activities	Continuously	City of Visalia	Permit condition	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
is observed within the Project area, the biologist will stop work and contact the appropriate regulatory agency (CDFW and/or USFWS) for guidance on how to proceed.					
<b>BIO – 3c: Best Management Practices (BMPs)</b>					
<ul style="list-style-type: none"> <li>The presence of any special status species and/or any wildlife mortalities will be reported to the Project’s designated biologist and the appropriate regulatory agencies (CDFW, USFWS, etc.).</li> </ul>	When special status species and/or any wildlife mortalities are present	Continuously	City of Visalia	Submittal of report to City of Visalia	
<b>BIO – 4: Avoidance</b>					
<ul style="list-style-type: none"> <li>The Project construction activities shall occur, if feasible, between September 1 and January 31 (outside of nesting bird season) in an effort to avoid impacts to listed species.</li> </ul>	During construction planning	Once	City of Visalia	Issuance of Building Permit	
<b>BIO – 5: Pre-Construction Survey</b>					
<ul style="list-style-type: none"> <li>A qualified biologist shall conduct pre-construction surveys specific to the following species: Swainson’s hawk, white-tailed kite, tricolored blackbird, northern harrier, burrowing owl, loggerhead shrike, pallid bat, western mastiff bat, and American badger.</li> </ul>			City of Visalia		

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>BIO – 5a: Nesting Birds</b>					
<ul style="list-style-type: none"> <li>• If activities must occur within nesting bird season (February 1 to August 31), the survey shall include the proposed work area and surrounding lands within 500 feet.</li> <li>• If no active nests are observed, no further mitigation is required.</li> <li>• Raptor nests are considered “active” upon the nest-building stage.</li> <li>• All other nests are considered “active” by the presence of eggs or young.</li> </ul>	If construction activities occur between February 1 and August 31	Once	City of Visalia	Submittal of preconstruction survey report	
<b>BIO – 5b: Animal Species</b>					
<ul style="list-style-type: none"> <li>• A pre-construction survey of Project areas within 30 days prior to vegetation clearing or ground disturbing activities.</li> <li>• Environmentally sensitive areas will be flagged for avoidance.</li> <li>• If suitable habitat for regionally occurring special status species are detected upon pre-construction surveys, construction monitoring will be required.</li> </ul>	Within 30 days prior to vegetation clearing or ground disturbing activities	Once, when construction commences and recommences	City of Visalia	Submittal of preconstruction survey report	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>BIO – 6: Establish Buffers</b>					
<ul style="list-style-type: none"> <li>On discovery of any active nests or listed species near work areas, the biologist shall determine appropriate construction setback distances based on applicable CDFW and/or USFWS guidelines and/or the biology of the species in question.</li> <li>Construction buffers shall be identified with flagging, fencing, or other easily visible means, and shall be maintained until the biologist has determined that the nestlings have fledged, or construction has finished in that area.</li> </ul>	On discovery of any active nests or listed species near work areas	Continuously, until construction is complete	City of Visalia	Submittal of preconstruction survey report	
<b>BIO – 7: Monitor</b>					
<ul style="list-style-type: none"> <li>A qualified biologist will conduct a pre-activity clearance survey each day and remain on-site to oversee all vegetation clearing and ground disturbing activities conducted within suitable habitat for special status species that were identified in the pre-construction surveys (BIO 5 a-b).</li> <li>The biological monitor must possess required collecting/handling permits.</li> <li>If a special status species is observed within Project areas, the biologist will stop work order and the individual will either be allowed to leave of its own volition or will be captured by the qualified biologist and relocated out of harm's way to the nearest suitable habitat beyond the influence of the Project work area.</li> </ul>	During construction activities	Continuously, until construction is complete	City of Visalia	Submittal of preconstruction survey report	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>• “Take” of listed (rare, threatened, or endangered) is prohibited.</li> <li>• If a listed species is observed within the Project area, the biologist will stop work and contact the appropriate regulatory agency (CDFW and/or USFWS) for guidance on how to proceed.</li> </ul>					
<b>BIO – 8: (Mitigation Fees or Replacement Planting)</b>					
<ul style="list-style-type: none"> <li>• Should avoidance of valley oak trees not be possible, the City will comply with the permitting requirements of the Oak Tree Preservation Ordinance and will mitigate the loss consistent with the provisions of the Oak Tree Mitigation Policy.</li> </ul>	If avoidance of valley oak trees is not possible	Continuously, until construction is complete	City of Visalia	Permit conditions of Oak Tree Preservation Ordinance	
<b>CULTURAL RESOURCES</b>					
<b>CR-1</b>					
<ul style="list-style-type: none"> <li>• If, in the course of project construction or operation, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within one hundred (100) feet of the find shall be ceased and the City of Visalia shall be notified immediately. The project proponent shall retain a qualified archaeologist to assess the significance of the find and make mitigation recommendations, if warranted. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System (CHRIS). The resources</li> </ul>	During project construction or operation	Continuously	City of Visalia	Submittal of DPR 523 form	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
shall be photo-documented and collected by the archaeologist for submittal. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.					
<b>CR-2</b>					
<ul style="list-style-type: none"> <li>Prior to the issuance of grading permits, a Paleontological Resource Impact Mitigation Program (PRIMP) will be prepared by a qualified professional paleontologist who meets the SVP (2010) standards for Project Paleontologist because of the likelihood of vertebrate fossils. The PRIMP will utilize the results of the paleontological technical memo refined by the results of geotechnical borings to specify the steps to be taken to mitigate impacts to paleontological resources.</li> </ul>	If human remains are uncovered or discovered	Continuously	City of Visalia		

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>CR-3</b>					
<ul style="list-style-type: none"> <li>A Paleontological Resources - Worker Environmental Awareness Program (WEAP) training will be prepared prior to the start of Project-related ground disturbance and presented in person to all on-site construction personnel to inform them of the types of fossils that may be found and the procedures to follow if any are encountered.</li> </ul>	Prior to any ground disturbance/construction activity	Continuously	City of Visalia		
<b>CR-4</b>					
<ul style="list-style-type: none"> <li>If human remains are uncovered, or in any other case where human remains are discovered, the Tulare County Coroner is to be notified to arrange their proper treatment and disposition. If the remains are identified – on the basis of archaeological context, age, cultural associations, or biological traits – as those of a Native American, California Health and Safety Code 7050.5 and Public Resources Code 5097.98 require that the coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will be afforded an opportunity to make recommendations regarding the manner in which the remains are treated.</li> </ul>	If human remains are uncovered or discovered	Continuously	City of Visalia	Notification of County Coroner and NAHC	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>NOISE</b>					
<b>NOI-1</b>					
<ul style="list-style-type: none"> <li>Use of softball, baseball, and soccer fields shall be limited to the hours of 7:00 am – 7:00 pm.</li> </ul>	Once Phase 2 is operational	Continuously	City of Visalia	Permit condition	
<b>NOI-2</b>					
<ul style="list-style-type: none"> <li>Construction of an 8-foot sound wall along residential boundary of homes directly to the west of Project site (see Figure 3-19 for approximate location).</li> <li>The sound wall material should consist of concrete block (8 in. x 8 in. x 16 in.), dense concrete (4 in. thick), or light concrete (4 in. to 6 in. thick).</li> <li>The wall shall provide breaks to allow for flood waters to pass through.</li> </ul>	Prior to construction of Phase 2  Prior to construction of Phase 3 if NOI-3 is not selected.	Once	City of Visalia	Issuance of final inspection	
<b>NOI-3</b>					
<ul style="list-style-type: none"> <li>Reorient the amphitheater to the northeast. Grade the amphitheater stage to be at same grade or level than the sensitive receptors to the west.</li> </ul>	Prior to construction of Phase 3 and NOI-2 is not selected	Once	City of Visalia	Approval of site plan modification	
<b>NOI-4</b>					
<ul style="list-style-type: none"> <li>Vibration Monitoring will be conducted during construction of Phases 1, 2, and 3 of the Project when directly adjacent to a sensitive receptor (at Project boundary).</li> <li>Vibration will be monitored along the perimeter of the construction area and at varying distances.</li> </ul>	During project construction when adjacent to sensitive receptor	Continuously	City of Visalia	Submittal of tabulated analysis	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>A vibration criterion of 0.5 inches per second (in/sec) peak particle velocity (PPV) is proposed as the applicable action threshold criteria for ground-borne vibration measurement during proposed remedial construction activities.</li> <li>The 0.5 in/sec PPV criterion has been established by the United States Bureau of Mines as the threshold above which damage to interior plaster walls may occur.</li> <li>This criterion has become recognized by industry as the threshold for the onset of vibration damage to typical residential structures. Collected vibration monitoring results will be compared to the vibration criterion.</li> <li>The results will also be tabulated and reviewed on a weekly basis to assess trends and formulate the basis for mitigation measures, if required.</li> </ul>					
<b>Traffic</b>					
<b>TR-1 – Lovers Lane at Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Widen the northbound approach to 1 left turn lane, 2 through lanes, and 1 right turn lane (adding 1 right turn lane)</li> <li>Widen the southbound approach to 2 left turn lanes and 2 through lanes with a shared right (adding 1 left turn lane)</li> </ul>	Prior to operation of Phase 2	Once	City of Visalia	Completion of mitigation measure	
<b>TR-2 –SR 198 WB Ramps at Mineral King Avenue</b>					

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>Widen the northbound approach to 1 left turn lane and 1 right turn lanes (adding 1 right turn lane)</li> <li>Widen the eastbound approach to 1 through lane and 1 right turn lane (adding 1 right turn lane)</li> <li>Widen the westbound approach to 1 left turn lane and 1 through lane (adding 1 left turn lane)</li> </ul>	Prior to operation of Phase 2	Once	City of Visalia	Completion of mitigation measure	
<b>Cumulative Year 2040 Mitigation Measures</b>					
<b>TR – 3 – Lovers Lane at Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the northbound approach to 1 left turn lane, 2 through lanes, and 1 right turn lane (adding 1 right turn lane)</li> <li>Widen the southbound approach to 2 left turn lanes and 2 through lanes with a shared right (adding 1 left turn lane)</li> <li>Widen the eastbound approach to 1 left turn lane, 1 through lane, and 1 right turn lane (adding 1 right turn lane)</li> <li>Widen the westbound approach to 1 left turn lane, 1 through lane, and 1 right turn lane (adding 1 right turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR – 4 – Lovers Lane at SR 198 EB Ramps</b>					

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the northbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)</li> <li>Widen the eastbound approach to 2 left turn lanes and 1 right turn lane (adding 1 left turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-5 – SR 198 WB Ramps at Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Install Traffic Signal</li> <li>Widen the northbound approach to 1 left turn lane and 1 right turn lanes (adding 1 right turn lane)</li> <li>Widen the eastbound approach to 1 through lane and 1 right turn lane with overlap phasing (adding 1 right turn lane)</li> <li>Widen the westbound approach to 1 left turn lane and 1 through lane (adding 1 left turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-6 – McAuliff Street and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the westbound approach to 1 through and 1 right turn lane (adding 1 right turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>TR-7 – Road 152 and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the southbound approach to 1 left turn and 1 right turn lane (adding 1 right turn lane)</li> <li>Widen the eastbound approach to 1 left turn lane and 1 through lane (adding 1 left turn lane)</li> <li>Widen the westbound approach to 1 through lane and 1 right turn lane (adding 1 right turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR -8 – Noble Avenue and SR 198 EB Ramps</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Install Traffic Signal</li> <li>Widen the westbound approach to 1 through lane and 1 right turn lane (adding 1 right turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-9 – Road 156 and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the northbound approach to 2 left turn lanes and 1 through lane with a shared right (adding 1 left turn lane)</li> <li>Widen the eastbound approach to 1 left turn lane, 1 through lane, and 1 right</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
turn lane with overlap phasing (adding 1 right turn lane)					
<b>TR-10 – Road 156 and Noble Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the northbound approach to 2 left turn lanes and 1 through lane with a shared right (adding 1 left turn lane)</li> <li>Widen the eastbound approach to 1 left turn lane, 1 through lane, and 1 right turn lane with overlap phasing (adding 1 right turn lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-11 – SR 198 WB Off Ramp and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>Widen the westbound approach to 2 through lanes (adding 1 through lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-12 – Road 156</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>South of Noble Avenue                                     <ul style="list-style-type: none"> <li>Widen the segment from 2 to 4 travel lanes (adding 1 travel lane in each direction)</li> </ul> </li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>SR 198 Ramp Junctions</b>					
<b>TR-13 - SR 198 EB Off Ramp to Lovers Lane</b>					
<ul style="list-style-type: none"> <li>• Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>○ Widen the SR 198 mainline from 2 to 3 travel lanes in the eastbound movement (adding 1 travel lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-14 - SR 198 WB On Ramp from Lovers Lane</b>					
<ul style="list-style-type: none"> <li>• Cumulative Year 2040 Without Project and Cumulative Year 2040 Plus Project scenarios:                             <ul style="list-style-type: none"> <li>○ Widen the SR 198 mainline from 2 to 3 travel lanes in the westbound movement (adding 1 travel lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>Queuing</b>					
<b>TR-15 - Lovers Lane and Houston Avenue (SR 216)</b>					
<ul style="list-style-type: none"> <li>• In the southbound left-turn lane, lengthen the storage pocket from 225 feet to 300 feet.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-16 - Lovers Lane and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>• In the northbound left-turn lane, lengthen the storage pocket from 100 feet to 325 feet.</li> <li>• In the southbound left-turn lane, lengthen the storage pocket from 175 feet to 225 feet.</li> <li>• In the westbound left-turn lane, lengthen the storage pocket from 150 feet to 325 feet.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-17 - Lovers Lane and SR 198 EB Ramps</b>					

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Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>In the eastbound left-turn lane, lengthen the storage pocket from 225 feet to 375 feet.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-18 - Lovers Lane and Noble Avenue</b>					
<ul style="list-style-type: none"> <li>In the eastbound left-turn lane, lengthen the storage pocket from 125 feet to 275 feet.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-19 - McAuliff Street and Houston Avenue (SR 216)</b>					
<ul style="list-style-type: none"> <li>In the northbound left-turn lane, lengthen the storage pocket from 150 feet to 300 feet.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-20 - McAuliff Street and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>In the southbound right-turn lane, lengthen the storage pocket from 250 feet to 300 feet.</li> <li>In the eastbound left-turn lane, lengthen the storage pocket from 200 feet to 275 feet.</li> <li>In the westbound right-turn lane, provide 300-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-21 - Road 152 and Mineral King Avenue</b>					
<ul style="list-style-type: none"> <li>In the southbound right-turn lane, provide 125-foot storage pocket.</li> <li>In the eastbound left-turn lane, provide 100-foot storage pocket.</li> <li>In the westbound right-turn lane, provide 125-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-22 - SR 198 EB Ramps and Noble Avenue</b>					

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Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> <li>In the westbound right-turn lane, provide 125-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-23 - Road 156 and Noble Avenue</b>					
<ul style="list-style-type: none"> <li>In the northbound left-turn lane, lengthen the storage pocket from 175 feet to 225 feet.</li> <li>In the eastbound right-turn lane, provide 150-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-24 - Tower Street and Houston Avenue (SR 216)</b>					
<ul style="list-style-type: none"> <li>In the northbound left-turn lane, provide 200-foot storage pocket.</li> <li>In the northbound right-turn lane, provide 100-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-25 - Tower Street and McKinley Avenue-Project Driveway #2</b>					
<ul style="list-style-type: none"> <li>In the southbound left-turn lane, provide 100-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-26 - Tower Street and Race Avenue</b>					
<ul style="list-style-type: none"> <li>In the northbound left-turn lane, provide 100-foot storage pocket.</li> <li>In the southbound left-turn lane, provide 100-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-27 - Tower Street and Murray Avenue</b>					
<ul style="list-style-type: none"> <li>In the northbound left-turn lane, provided 250-foot storage pocket</li> <li>In the southbound right-turn lane, provide 100-foot storage pocket</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	

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Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>TR-28 - Tower Street and Villoy Avenue-Project Driveway #1</b>					
<ul style="list-style-type: none"> <li>In the northbound left-turn lane, provide 150-foot storage pocket.</li> <li>In the southbound left-turn lane, provide 100-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-29 - Tower Street and Villoy Avenue-Project Driveway #1</b>					
<ul style="list-style-type: none"> <li>In the southbound left-turn lane, provide 250-foot storage pocket.</li> <li>In the eastbound left-turn lane, provide 175-foot storage pocket.</li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>Cumulative Year 2040 With Tower Street Interchange Mitigation Measures</b>					
<b>INTERSECTIONS</b>					
<b>TR-30 - Tower Street at Houston Avenue (SR 216)</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Without Project With Tower Street Interchange and Cumulative Year 2040 Plus Project With Tower Street Interchange scenarios:                             <ul style="list-style-type: none"> <li>Install Traffic Signal</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>TR-31 - Tower Street at Villoy Avenue-Project Driveway #1</b>					
<ul style="list-style-type: none"> <li>Cumulative Year 2040 Plus Project With Tower Street Interchange scenario:                             <ul style="list-style-type: none"> <li>Install Traffic Signal</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	
<b>Cumulative Year 2040 Plus Project With Tower Street Interchange Alternatives 1 and 2 Mitigation Measures</b>					
<b>SR 198 Ramp Junctions</b>					

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<b>TR-32 - SR 198 EB On Ramp from Tower Street</b>					
<ul style="list-style-type: none"> <li>• Cumulative Year 2040 Plus Project With Tower Street Interchange – Alternative 1 scenario:                             <ul style="list-style-type: none"> <li>○ Widen the SR 198 mainline from 2 to 3 travel lanes in the eastbound movement (adding 1 travel lane)</li> </ul> </li> </ul>	Prior to operation of Phase 3	Once	City of Visalia	Completion of mitigation measure	