

PLANNING COMMISSION AGENDA

CHAIRPERSON:
Lawrence Segrue



VICE CHAIRPERSON:
Adam Peck

COMMISSIONERS: Lawrence Segrue, Adam Peck, Roland Soltesz, Vincent Salinas, Brett Taylor

MONDAY JUNE 24, 2013; 7:00 P.M., COUNCIL CHAMBERS, 707 W. ACEQUIA, VISALIA CA

1. THE PLEDGE OF ALLEGIANCE –
2. CITIZEN'S REQUESTS - The Commission requests that a 5-minute time limit be observed for requests. Please note that issues raised under Citizen's Requests 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.
5. Continued PUBLIC HEARING – Alyssa Netto
Conditional Use Permit No. 2013-19: A request by Potter's House to establish a church in a 2,500 square foot tenant space in an existing 5,000 square foot building. The site is located in the Professional/Administrative Office (PA) zone at 430 W. Caldwell Ave, near the intersection of Caldwell Avenue and West Street (APN: 123-240-020). The project is Categorically Exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301, Categorical Exemption No. 2013-30.
6. PUBLIC HEARING – Brandon Smith
 - a) Consideration of Mitigated Negative Declaration No. 2013-10;
 - b) General Plan Amendment No. 2011-03: is a request to expand the 129,000 Population Urban Development Boundary by 19.3 acres to include the subject site, and to change the General Plan land use designation from 19.3 acres of Urban Reserve to 3.3 acres of Shopping/Office Commercial and 16.0 acres of Residential Medium Density. This site is located at the southeast corner of Demaree Street and Visalia Parkway APN 126-011-020.;
 - c) Change of Zone No. 2011-04: is a request to change the Zoning designation from 19.3 acres of Agriculture (A) to 3.3 acres of Planned Shopping/Office Commercial (P-C-SO) and 16.0 acres of Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit (R-M-2). This site is located at the southeast corner of Demaree Street and Visalia Parkway APN 126-011-020.;

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 JULY 5, 2013 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 425 E. Oak Avenue, Suite 301, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.ci.visalia.ca.us or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, JULY 8, 2013

City of Visalia



To: Planning Commission

From: Alyssa Netto, Assistant Planner (713-4256)
Josh McDonnell, City Planner (713-4364)

Date: June 20, 2013

Re: Notice of Continuation of Conditional Use Permit 2013-19 from June 10, 2013

Conditional Use Permit 2013-19 has been continued from the June 10, 2013 Planning Commission meeting. The CUP is a request to establish a church in the PA zone, near the intersection of Caldwell Avenue and West Street.

At the June 10, 2013 meeting, public testimony was taken for the conditional use permit from the applicant and other interested parties. The public hearing was not closed and therefore remains open from the previous meeting.



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: June 24, 2013 (Continued from June 10, 2013)

PROJECT PLANNER: Alyssa Netto, Assistant Planner
Phone No.: 713-4256

SUBJECT: Conditional Use Permit No. 2013-19: A request by Potter's House to establish a church in a 2,500 square foot tenant space in an existing 5,000 square foot building. The site is located in the Professional/Administrative (PA) zone at 430 W. Caldwell Ave., near the intersection of Caldwell Avenue and West Street (APN: 123-240-020).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2013-19 based upon the findings and conditions listed in Resolution No. 2013-23

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2013-19 based on the findings and conditions listed in Resolution No. 2013-23.

PROJECT DESCRIPTION

This conditional use permit is a request to establish a small church in the PA zone. The Site Plan in Exhibit "A" depicts the existing 2,500 square foot section of the building (Suites A and B) to be occupied by the church. One of the two remaining tenant spaces of the building is occupied by a funeral planning company while the other space is vacant. The site has vehicular cross-access points with the dance studio to the South and offices to the East for access to Caldwell Avenue and West Street.

As depicted in the Floor Plan in Exhibit "B", the project will occupy two tenant spaces of the existing building. The tenant spaces will be combined to provide for a worship area, fellowship area, Pastor's office, usher's room, storage, a small Sunday school room, nursery, and men's and women's restrooms.

The applicant's operational statement (see Exhibit "C") notes this site will hold Sunday worship services at 10:30 am and 6:00 pm. The site will also hold a mid-week service on Wednesdays at 7:30 pm. Sunday school and nursery hours will coincide with the worship services and all staff members that facilitate these services are volunteers from the church community. The operational statement also notes that the church has 25 members.

BACKGROUND INFORMATION

General Plan Land Use Designation	Professional/Administrative Office
Zoning	PA (Professional/Administrative Office)
Surrounding Land Use and Zoning	North: R-1-12.5 (Single-Family Residential) Existing residences
	South: CC (Convenience Commercial) Dance Studio
	East: PA (Professional/Administrative Office) Office

tenant spaces
West: CC (Convenience Commercial) Fuel service station

Special Districts

Design District "K"

Environmental Review

Categorical Exemption No. 2013-30

Site Plan

2013-077

RELATED PLANS & POLICIES

Please see attached summary of related plans and policies.

RELATED ACTIONS

Conditional Use Permit No. 2012-45 was a request by Paul Gogna, to establish the Gurdwara Dasmesh Darbar Sikh Temple, with parking lot, to occupy an existing 13,556 square foot building in the Professional Administrative Office (PA) zone, located at 525 South Atwood Avenue. (APN 087-470-008). This project was approved by the Planning Commission by a 5-0 vote on January 14, 2013.

Conditional Use Permit No. 2008-28 was a request by AGA Khan Shiaimami Ismaili Council for the Western United States (Canby Architecture Studio, Agent) to establish a 1,974 sq. ft. worship, educational and cultural assembly center within an existing 6,426 sq. ft. office building located within the P-A (Professional / Administrative Office) zone. The site is located on the northwest corner of N. Lovers Lane and E. Paradise Ave, 1501 S. Lovers Lane (APN: 100-200-001 & 002). This project was approved by the Planning Commission by a 4-0 vote on August 25, 2008.

PROJECT EVALUATION

Staff supports the requested conditional use permit based on the project's consistency with the General Plan and the Zoning Ordinance. The following potential issue areas have been identified for the proposed project.

Land Use Compatibility

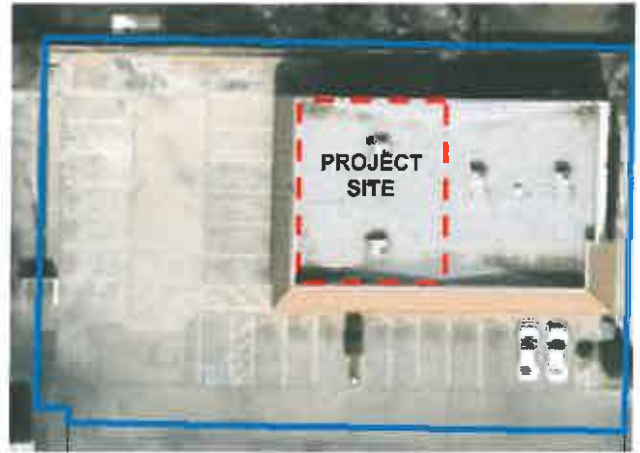
Due to the proposal's assembly-based nature, concerns regarding the surrounding uses and how the project may affect such uses must be addressed. In the PA zone, office uses are the primary permitted use, but there are also more diverse uses that may be conditionally approved, including churches up to 200 seats. The church facility will occupy a vacant building with a new use that should not impact the surrounding uses because of the off-hour nature of the church as identified in the operational statement in Exhibit "C".

Staff finds the proposed church to be consistent with the PA zone because the church services occur outside of standard business hours of the surrounding uses and are currently limited to approximately 25 people with a maximum of 71 people as detailed in the subsequent "Parking" section. With the services occurring on Sundays and late Wednesday evening, staff does not foresee a conflict with the surrounding Professional/Administrative Office, Convenience Commercial, or Single-Family Residential zones. The Dance Studio to the south has a 7:30 pm class on Wednesdays (class schedule in Exhibit "D"); however, because the church has more than adequate parking on its parcel for its 25 members, the uses should not conflict.

There is an existing block wall along the north property line to separate the PA and CC zoned sites from the abutting residences.

Parking

Churches have a parking requirement of one stall for every four permanent seats or one parking stall for every 30 square feet of assembly area, whichever is greater. The parking will be calculated by one stall for every 30 square feet of the approximate 500 square-foot assembly area. This requires 17 parking stalls for the church facility. The site provides 24 parking stalls for the four tenant spaces in the office building. The church will occupy two of the tenant spaces while a funeral planning services office operates in the adjacent space. The fourth tenant space remains vacant.



The church meets the established parking demand and will not impact the parking of the adjacent use because the worship services occur outside of standard operational hours of surrounding uses (Dance Studio's class hours provided in Exhibit "D"). Because the church operates outside of standard business hours of office uses, the maximum occupancy may be determined by allowing four persons per parking stall. While this would permit a maximum occupancy of 96 persons, this use permit will limit ministry occupancy to 71 persons per Condition No. 3 because that is the maximum amount allowed in a 500 square foot sanctuary area per the California Building Code.

Landscaping

There is a two-foot landscaping strip along the north property line which will be required to be replanted with shrubs and any needed irrigation.

Environmental Review

This project is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (Categorical Exemption No. 2013-30) and is included as a finding in Resolution No. 2013-23.

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 finding of the 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 because staff has concluded that the church will not have a negative impact on surrounding uses given that adequate on-site parking is provided.
 - 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 because staff has concluded that the proposed church will not have a negative impact on surrounding uses given that ample on-site parking is provided.

RECOMMENDED CONDITIONS OF APPROVAL

1. That the projects be developed in substantial compliance and be consistent with the conditions of the Site Plan No. 2013-077.
2. That the site be developed in substantial compliance with the approved site plan and floor plan provided in Exhibits "A" and "B".
3. That the sanctuary shall be limited to 71 persons.
4. That the site shall not be occupied until a building permit has been issued, completed, and approved for occupancy.
5. Building signage shall require a separate building permit.
6. That the any inadequate landscaping on the parcel be replanted and restored including the strip along the north property line. Landscaping and irrigation plans are required as a part of the building permit.
7. That all applicable federal, state and city laws, codes and ordinances be met.
8. 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. 2013-19.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.38.120, an appeal to the City Council may be submitted within five working days following the date of a decision by the Planning Commission on a conditional use permit application. An appeal shall be in writing and shall be filed with the City Clerk at 707 W. Acequia Ave., Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record.

Attachments:

- Related Plans and Policies
- Resolution No. 2013-23
- Exhibit "A" – Site Plan
- Exhibit "B" – Floor Plan
- Exhibit "C" – Operational Statement
- Exhibit "D" – Dance Studio Class Schedule
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo

RESOLUTION NO. 2013-23

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2013-19, A REQUEST BY POTTER'S HOUSE TO ESTABLISH A CHURCH IN A 2,500 SQUARE FOOT TENANT SPACE IN AN EXISTING 5,000 SQUARE FOOT BUILDING. THE SITE IS LOCATED IN THE PROFESSIONAL/ADMINISTRATIVE (PA) ZONE AT 430 W. CALDWELL AVE., NEAR THE INTERSECTION OF CALDWELL AVENUE AND WEST STREET (APN: 123-240-020).

WHEREAS, Conditional Use Permit No. 2013-19, is a request by Potter's House to establish a church in a 2,500 square foot tenant space in an existing 5,000 square foot building. The site is located in the Professional/Administrative (PA) zone at 430 W. Caldwell Ave., near the intersection of Caldwell Avenue and West Street (APN: 123-240-020).

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on June 10, 2013; 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 Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED That the project is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA). (Categorical Exemption No. 2013-30). The project is exempt from further environmental review pursuant to CEQA Section 15332.

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

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required finding of the 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 because staff has concluded that the church will not have a negative impact on surrounding uses given that adequate on-site parking is provided.
 - 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 because staff has concluded that the proposed church will not have a negative impact on surrounding uses given that ample on-site parking is provided.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here in above 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 projects be developed in substantial compliance and be consistent with the conditions of the Site Plan No. 2013-077.
2. That the site be developed in substantial compliance with the approved site plan and floor plan provided in Exhibits "A" and "B".
3. That the sanctuary shall be limited to 71 persons.
4. That the site shall not be occupied until a building permit has been issued, completed, and approved for occupancy.
5. Building signage shall require a separate building permit.
6. That the any inadequate landscaping on the parcel be replanted and restored including the strip along the north property line. Landscaping and irrigation plans are required as a part of the building permit.
7. That all applicable federal, state and city laws, codes and ordinances be met.
8. 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. 2013-19.

RELATED PLANS AND POLICIES

Conditional Use Permits

17.38.010 Purposes and powers

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

17.38.020 Application procedures

- A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:
1. Name and address of the applicant;
 2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
 3. Address and legal description of the property;
 4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
 5. The purposes of the conditional use permit and the general description of the use proposed;
 6. Additional information as required by the historic preservation advisory committee.
- B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application. (Prior code § 7526)

17.38.030 Lapse of conditional use permit

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

17.38.040 Revocation

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

17.38.050 New application

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

17.38.060 Conditional use permit to run with the land

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

17.38.065 Abandonment of conditional use permit

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

17.38.070 Temporary uses or structures

- A. Conditional use permits for temporary uses or structures may be processed as administrative matters by the city planner and/or planning division staff. However, the city planner may, at his/her discretion, refer such application to the planning commission for consideration.
- B. The city planner and/or planning division staff is authorized to review applications and to issue such temporary permits, subject to the following conditions:
 1. Conditional use permits granted pursuant to this section shall be for a fixed period not to exceed thirty (30) days for each temporary use not occupying a structure, including promotional enterprises, or six months for all other uses or structures.
 2. Ingress and egress shall be limited to that designated by the planning division. Appropriate directional signing, barricades, fences or landscaping shall be provided where required. A security officer may be required for promotional events.
 3. Off-street parking facilities shall be provided on the site of each temporary use as prescribed in Section 17.34.020.
 4. Upon termination of the temporary permit, or abandonment of the site, the applicant shall remove all materials and equipment and restore the premises to their original condition.
 5. Opening and closing times for promotional enterprises shall coincide with the hours of operation of the sponsoring commercial establishment. Reasonable time limits for other uses may be set by the city planner and planning division staff.
 6. Applicants for a temporary conditional use permit shall have all applicable licenses and permits prior to issuance of a conditional use permit.
 7. Signing for temporary uses shall be subject to the approval of the city planner.
 8. Notwithstanding underlying zoning, temporary conditional use permits may be granted for fruit and vegetable stands on properties primarily within undeveloped agricultural areas. In reviewing applications for such stands, issues of traffic safety and land use compatibility shall be evaluated and mitigation measures and conditions may be imposed to ensure that the stands are built and are operated consistent with appropriate construction standards, vehicular access and off-street parking. All fruits and vegetables sold at such stands shall be grown by the owner/operator or purchased by said party directly from a grower/farmer.
- C. The applicant may appeal an administrative decision to the planning commission. (Ord. 9605 § 30 (part), 1996: prior code § 7532).

17.38.080 Public hearing--Notice

- A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.
- B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report

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

17.38.100 Public hearing--Procedure

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

17.38.110 Action by planning commission

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

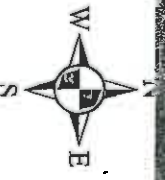
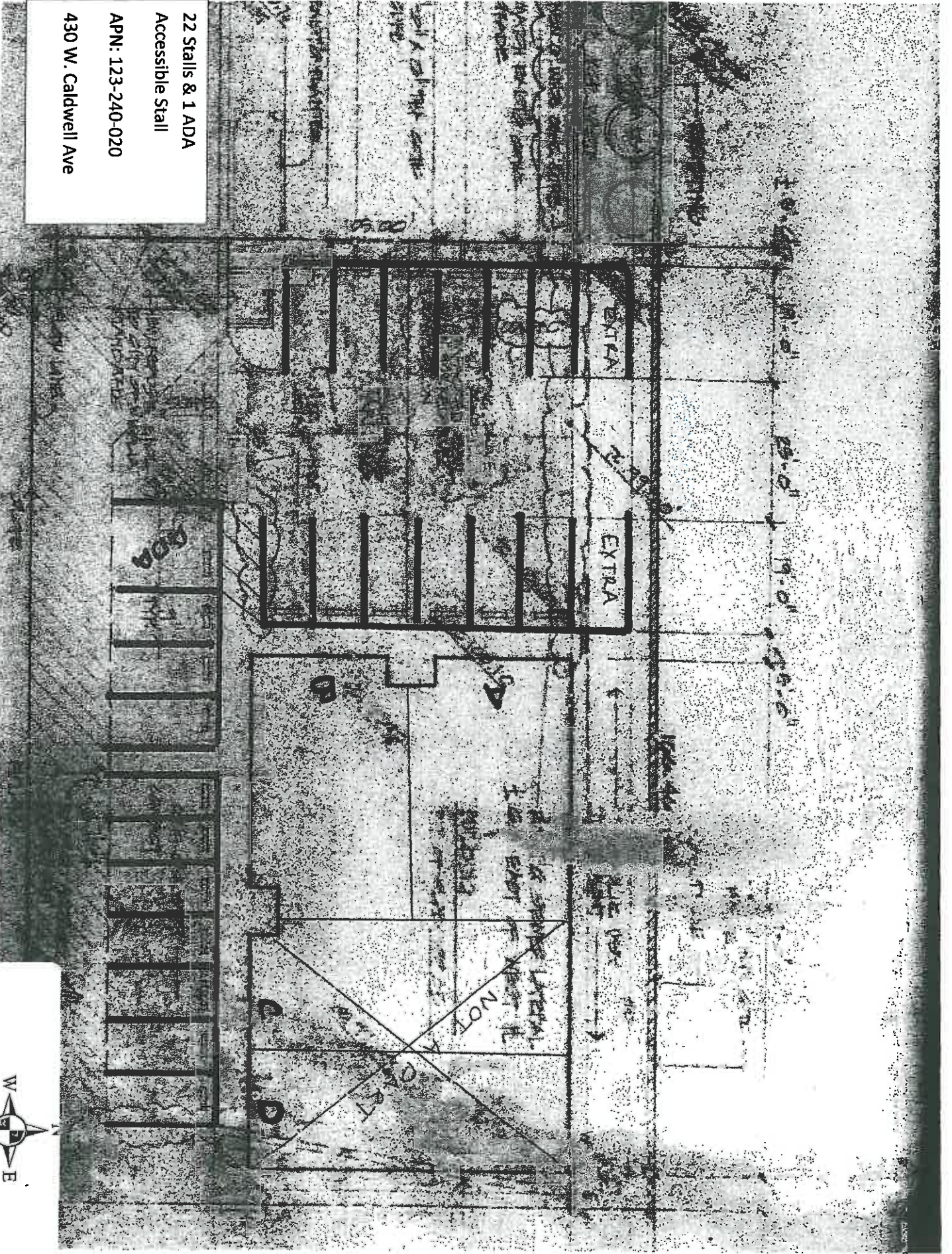
17.38.120 Appeal to city council

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

17.38.130 Effective date of conditional use permit

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

22 Stalls & 1 ADA
Accessible Stall
APN: 123-240-020
430 W. Caldwell Ave



430 A4B
V. CALDWELL
FLOORPLAN

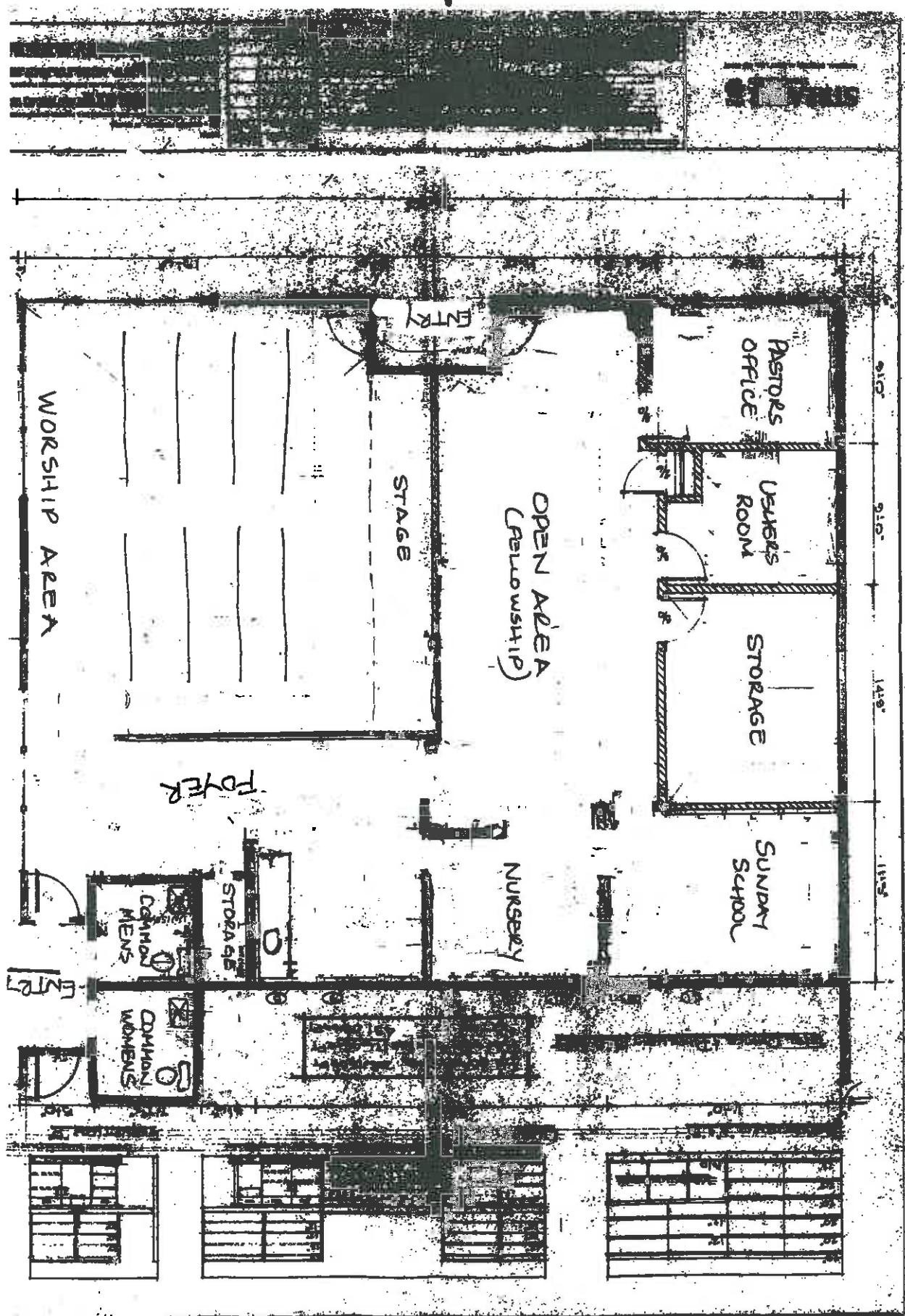


Exhibit "B"

Christian Fellowship Ministries

May 15, 2013

To Whom It May Concern:

The following is a statement of operation for **The Potter's House Christian Fellowship Ministries**.

Sunday Worship -10:30 am & 6:00pm
Wednesday Mid-Week Service-7:30pm

The number of employees is zero, all work and ministry is done voluntarily by church members.

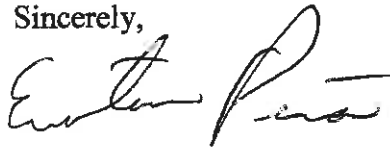
Baptisms will be conducted off premises, and weddings will be conducted during Sunday morning services and or off premises as needed.

Sunday school and nursery are provided during the regular service schedule as listed on Sundays and Wednesdays.

The office hours are by appointment only through the Pastor.

Our ministry consists of 25 members.

Sincerely,



Eutimio Peña/ Pastor



"and Jesus sent them to preach the kingdom of God, and to heal the sick..." Luke 9:2

(home) 559-741-9087 (cell) 559-351-7049 (email) timpena@sbcglobal.net
3524 S. Heritage St, Visalia, CA 93277

Exhibit "C"

**Summer Schedule
July 9th-August 2nd**

STUDIO A		STUDIO B		STUDIO C	
4:00-4:45	Acro K (6-8)	AG	4:30-5:30	Pre Dance (3-4)	RO
4:45-5:30	Jazz K (6-8)	AG	5:30-6:15	Tumble Tap (3-4)	AG
5:30-6:30	Ballet K (6-8)	AW	6:30-7:30	Ballet I (9+)	AW
6:30-7:15	Tap K (6-8)	KH	7:30-8:30	Jazz I (9+)	AW
7:15-8:00	Hip Hop K (6-8)	FW			
TUESDAY					
STUDIO A		STUDIO B		STUDIO C	
4:30-5:30	Conditioning I/II (12+)	AW	4:30-5:15	Pre Dance (3-4)	AG
5:30-6:30	Ballet I/II (12+)	AW	5:15-6:00	Tumble Tap (3-4)	AG
6:30-7:30	Jazz I/II (12+)	RO	6:00-6:45	Pre Dance (5-6)	AG
7:30-8:30	Technique I/II (12+)	RO	6:45-7:30	Tumble Tap (5-6)	AG
WEDNESDAY					
STUDIO A		STUDIO B		STUDIO C	
4:30-5:30	Conditioning I/II (12+)	AW	4:30-5:15	Pre Dance (3-4)	AG
5:30-6:30	Ballet I/II (12+)	AW	5:15-6:00	Tumble Tap (3-4)	AG
6:30-7:30	Jazz I/II (12+)	RO	6:00-6:45	Pre Dance (5-6)	AG
7:30-8:30	Technique I/II (12+)	RO	6:45-7:30	Tumble Tap (5-6)	AG
THURSDAY					
STUDIO A		STUDIO B		STUDIO C	
4:00-5:00	Acro II (10+)	AG	4:00-5:00	Ballet I (9+)	AW
5:00-6:00	Acro III (By Approval)	AG	5:00-6:00	Jazz I (9+)	AW
6:00-7:00	Hip Hop I (9+)	IS	6:00-6:45	Creative Movement (18m-36m)	BP
7:00-7:45	Boys Hip Hop (open)	IS	7:00-8:00	Adult Ballroom (18+)	BP
7:45-8:30	Hip Hop I/II (12+)	IS			
4:00-5:00			4:00-5:00	Hip Hop III (By Approval)	IS
5:00-6:00			5:00-6:00	Hip Hop II (10+)	IS
6:00-7:00			6:00-7:15	Ballet II (10+)	AW
7:00-7:45			7:15-8:15	Tap II (10+)	FW

Class placement is based on teacher recommendations

Schedule is subject to change

(NO FALL SCHEDULE YET)

**ELITE DANCE ACADEMY
418 W. CALDWELL**



MEETING DATE 5/1/2013
SITE PLAN NO. 13-077
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 8:30 a.m. and 4:30 p.m., Monday through Friday.
- Your plans must be reviewed by:
- CITY COUNCIL REDEVELOPMENT
- PLANNING COMMISSION PARK/RECREATION
- HISTORIC PRESERVATION OTHER _____

ADDITIONAL COMMENTS Minor Conditional Use Permit is required.

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

Site Plan Review Committee



#4

MEETING DATE 5/1/13

SITE PLAN NO. 13-077

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 8:30 a.m. and 4:30 p.m., Monday through Friday.
- Your plans must be reviewed by:
 - CITY COUNCIL
 - PLANNING COMMISSION *MINOR CHG*
 - HISTORIC PRESERVATION
 - REDEVELOPMENT
 - PARK/RECREATION
 - OTHER _____

ADDITIONAL COMMENTS _____

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

Site Plan Review Committee

City of Visalia
Building: Site Plan
Review Comments

ITEM NO: 4 DATE: May 01, 2013
SITE PLAN NO: SPR13077
PROJECT TITLE: SMALL WORSHIP FACILITY
DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF PORTION OF 5,000 BUILDING ON 18,108 SF AREA SUITES A & B (PA ZONED) (K DISTRICT)
APPLICANT: POTTERS HOUSE
PROP OWNER: BLESS FRANK BRIAN
LOCATION: 430 W CALDWELL AVE
APN(S): 123-240-020

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

- A building permit will be required. *For information call (559) 713-4444*
- Submit 5 sets of professionally prepared plans and 2 sets of calculations. (Small Tenant Improvements)
- Submit 5 sets of plans prepared by an architect or engineer. Must comply with 2010 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 and common area must comply with requirements for access for persons with disabilities.
- All accessible units required to be adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (559) 230-6000*
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- Project is located in flood zone _____ * Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$146.40) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.47 per square foot. Residential \$2.97 per square foot.
- Park Development fee \$ _____ per unit collected with building permits.
- Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments at this time

Additional comments: _____

G. FERRERO

Signature

Site Plan Review Comments For:

Visalia Fire Department
Kurtis Brown, Assistant Fire Marshal
707 W Acequia
Visalia, CA 93291
559-713-4261 office
559-713-4808 fax

ITEM NO: 4
SITE PLAN NO: SPR13077
PROJECT TITLE: SMALL WORSHIP FACILITY
DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF PORTION OF 5,000 BUILDING ON 18,108 SF AREA SUITES A & B (PA ZONED) (K DISTRICT) POTTERS HOUSE
APPLICANT: BLESS FRANK BRIAN
PROP OWNER:
LOCATION: 430 W CALDWELL AVE
APN(S): 123-240-020
DATE: May 01, 2013

The following comments are applicable when checked:

- Refer to previous comments dated
- More information is needed before a Site Plan Review can be conducted. Please submit plans with more detail.
- The Site Plan Review comments in this document are not all encompassing, but a general overview of the California Fire Code, and City of Visalia Municipal Codes. Additional requirements may come during the plan review process.
- No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire protection requirements.
- Address numbers must be placed on the exterior of the building in such a position as to clearly and plainly visible from the street. Numbers will be at least six inches (6") high and shall be of a color to contrast with their background. If multiple addresses served by a common driveway, the range of numbers shall be posted at the roadway/driveway.
- 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.)
- The turning radius for emergency fire apparatus is 20 feet inside radius and 43 feet outside radius. Ensure that the turns identified to you during site plan comply with the requirements. An option is a hammer-head constructed to City standards.
- An 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.
- Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with 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.

ITEM NO: 4 DATE: May 01, 2013
 SITE PLAN NO: SPR13077
 PROJECT TITLE: SMALL WORSHIP FACILITY
 DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF
 PORTION OF 5,000 BUILDING ON 18,108 SF AREA
 SUITES A & B (PA ZONED) (K DISTRICT)
 APPLICANT: POTTERS HOUSE
 PROP OWNER: BLESS FRANK BRIAN
 LOCATION: 430 W CALDWELL AVE
 APN(S): 123-240-020

City of Visalia
Police Department
 303 S. Johnson St.
 Visalia, Ca. 93292
 (559) 713-4573

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

QUALITY ASSURANCE DIVISION SITE PLAN REVIEW COMMENTS

ITEM NO: 4 DATE: May 01, 2013
SITE PLAN NO: SPR13077
PROJECT TITLE: SMALL WORSHIP FACILITY
DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF
 PORTION OF 5,000 BUILDING ON 18,108 SF AREA
 SUITES A & B (PA ZONED) (K DISTRICT)
APPLICANT: POTTERS HOUSE
PROP OWNER: BLESS FRANK BRIAN
LOCATION: 430 W CALDWELL AVE
APN(S): 123-240-020

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 – $\frac{3}{4}$ 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

4-29-13

DATE

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

ITEM NO: 4 DATE: 08/01/2012
 SITE PLAN NO: SPR13077
 PROJECT TITLE: SMALL WORSHIP FACILITY
 DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF
 PORTION OF 5,000 BUILDING ON 18,108 SF AREA
 SUITES A & B (PA ZONED) (K DISTRICT)
 APPLICANT: POTTERS HOUSE
 PROP OWNER: BLESS FRANK BRIAN
 LOCATION: 430 W CALDWELL AVE
 APN(S): 123-240-020

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 be fore 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 SERVICE OK.

Javier Hernandez, Solid Waste Front Load Supervisor 713-4338



**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

- Jason Huckleberry 713-4259
- Ken McSheehy 713-4447
- Adrian Rubalcaba 713-4271

ITEM NO: 4 DATE: MAY 1, 2013

SITE PLAN NO.: 13-077
 PROJECT TITLE: SMALL WORSHIP FACILITY
 DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF PORTION OF 5,000 SF BUILDING ON 18,108 SF AREA SUITES A & B (PA ZONED) (K DISTRICT)
 APPLICANT: POTTERS HOUSE
 PROP OWNER: BLESS FRANK BRIAN
 LOCATION: 430 W CALDWELL AVE
 APN: 123-240-020

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; park way 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.
- 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.
- 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. Contact Doug Damko, 713-4268, 315 E. Acequia Ave.
- 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 David Pendergraft 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. Refresh striping of existing handicap stall; to meet current City standards.**
- 2. Plan check and inspection fees apply; due at time of building permit.**

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 13-077
Date: 5/1/2013

**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:5/3/2013)
(Project type for fee rates:CHURCH)

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

FEES ITEM	FEERATE
<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

May 1, 2013

ITEM NO:	4
SITE PLAN NO:	SPR13077
PROJECT TITLE:	SMALL WORSHIP FACILITY
DESCRIPTION:	SMALL WORSHIP FACILITY IN EXISTING 2,500 SF PORTION OF 5,000 BUILDING ON 16,108 SF AREA SITES A & B (PA ZONED) (K DISTRICT)
APPLICANT:	POTTERS HOUSE
PROP. OWNER:	BLESS FRANK BRIAN
LOCATION:	433 W CALDWELL AVE
APN(S):	123-240-020

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 Study required.

Additional Comments:

- Restripe the parking stalls and parking signs into compliance.


Eric Bons

SITE PLAN REVIEW COMMENTS

Paul Bernal, Planning Division (559) 713-4025

Date: May 1, 2013

SITE PLAN NO: 13-077
PROJECT TITLE: SMALL WORSHIP FACILITY
DESCRIPTION: SMALL WORSHIP FACILITY IN EXISTING 2,500 SF PORTION OF 5,000 BUILDING ON 18,108 SF AREA SUITES A & B (PA ZONED) (K DISTRICT)
APPLICANT TITLE: POTTERS HOUSE
PROP. OWNER: BLESS FRANK BRIAN
LOCATION TITLE: 430 W CALDWELL AVE STE: A & B
APN TITLE: 123-240

General Plan: PAO -- Professional / Admin. Office

Existing Zoning: PA -- Professional / Admin. Office

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Conditional Use Permit
- Building Permit
- Additional Information As Needed

PROJECT SPECIFIC INFORMATION: 05/01/2013

1. A CUP is required for a church in the PA zone.
2. Provide a detailed operational statement and floor plan with the CUP application submittal.
3. Restripe the parking lot.
4. Staff will limit the number of seats in the main sanctuary given the amount of parking provided on site that is shared with the adjacent dance studio.
5. All dead and/or removed landscaping shall be replaced.
6. Any proposed signage requires a separate building permit.

CITY GENERAL PLAN CONSISTENCY

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: "K" [17.30.270]

The following development standards shall apply to property located in district K.

New development of property within this district shall comply with the conditions of approval of the applicable planned unit development permit. New development of property not situated within a planned unit development shall conform with development standards as determined by the site plan review committee as provided in Section 17.18.020.

Parking: As prescribed in Chapter 17.34

Parking:

1. Parking shall be provided based on 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). Staff may restrict the number of seats in the church based on staff's comments regarding the parking lot (see above).
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. No repair work or vehicle servicing allowed in a parking area (Zoning Ordinance Section 17.34.030.L).
6. No parking shall be permitted in a required front/rear/side yard (Zoning Ordinance Section 17.34.030.F).

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. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
3. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.

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:

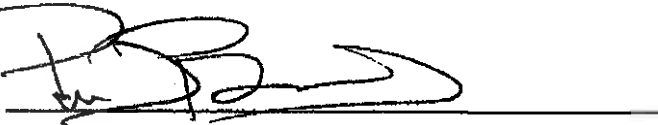
1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent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

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.

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.

Signature

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end, positioned above a solid horizontal line.

Christian Fellowship Ministries

April 24, 2013

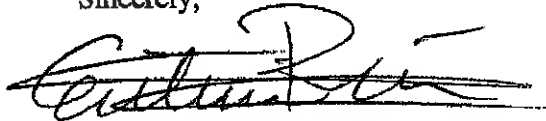
To Whom It May Concern:

The following is a statement of operation for The Potter's House Christian Fellowship Ministries.

Sunday Worship -10:30 am & 6:00pm
Wednesday Mid-Week Service-7:30pm

Our ministry consists of 25 members.

Sincerely,



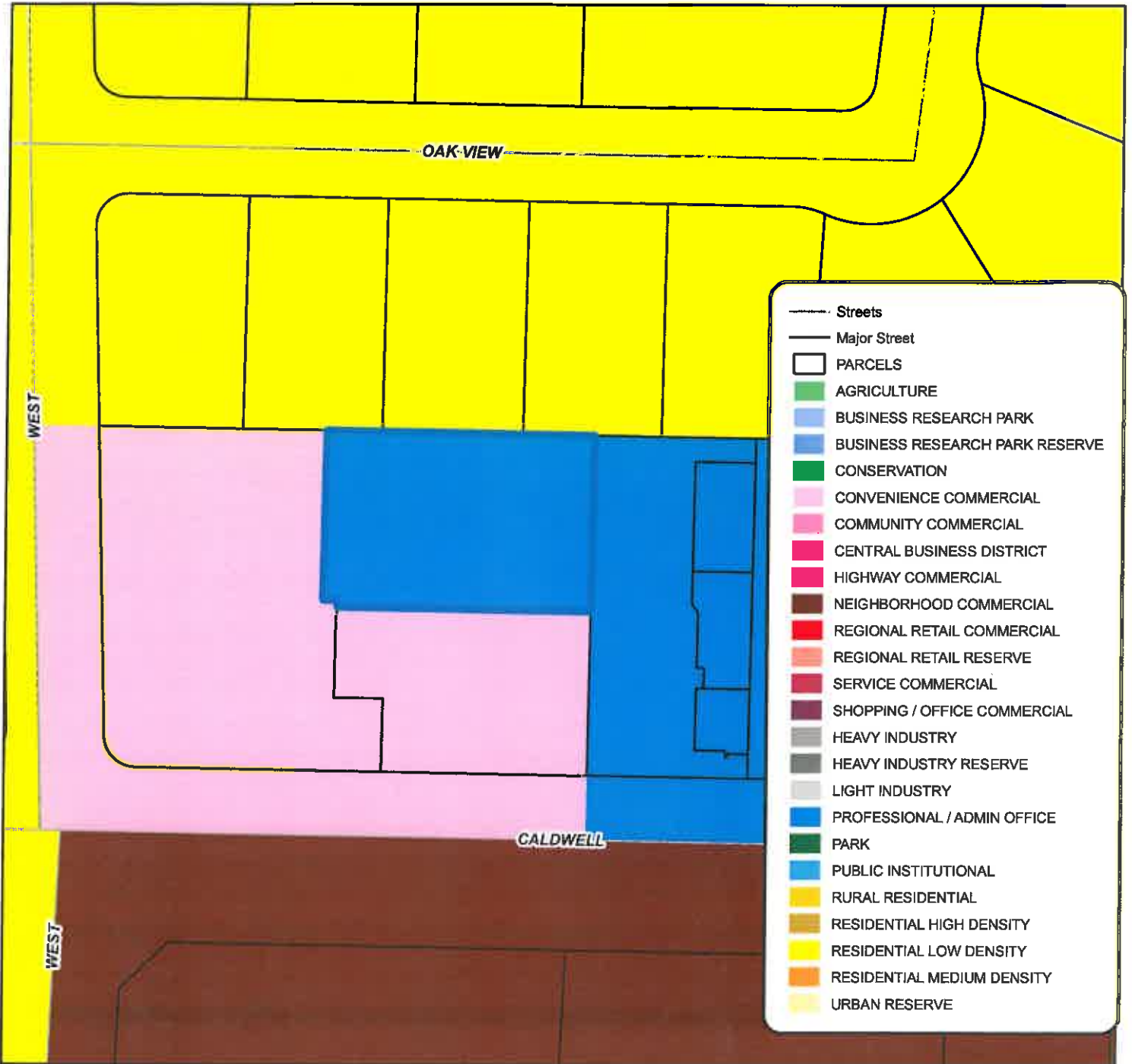
Eutimio Peña
Pastor



"and Jesus sent them to preach the kingdom of God, and to heal the sick..." Luke 9:2

(home) 559-741-9087 (cell) 559-351-7049 (email) timpena@sbcglobal.net
3524 S. Heritage St, Visalia, CA 93277

General Plan Land Use Map

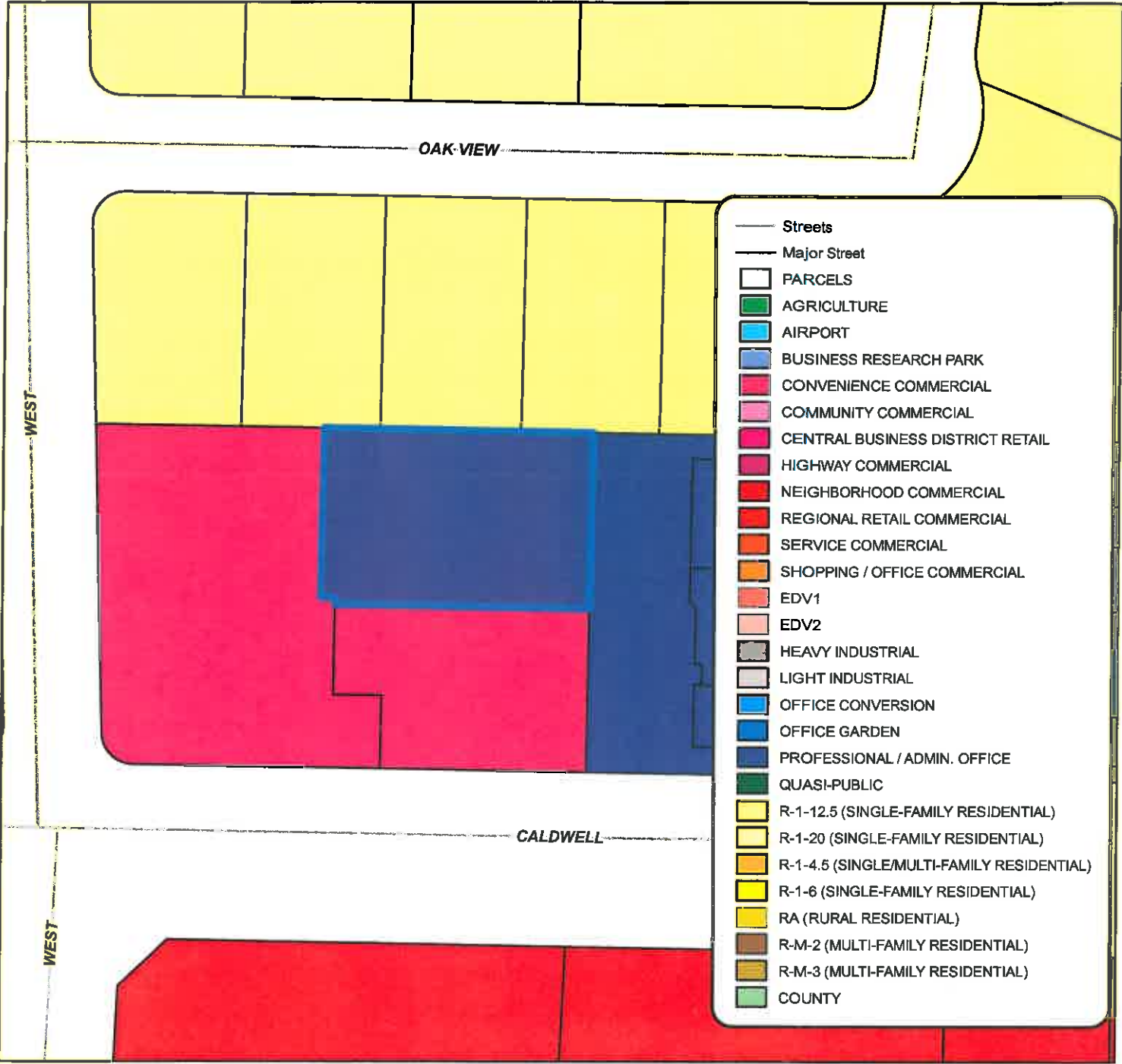



Conditional Use Permit No. 2013-19

APN: 123-240-020



Zoning Map

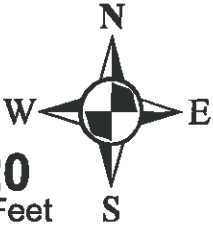





Conditional Use Permit

No. 2013-19

APN: 123-240-020




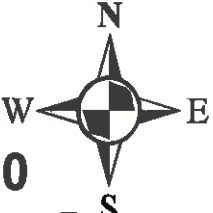


150 75 0 150 300 Feet

Aerial Photo



 **Conditional Use Permit**
No. 2013-19
APN: 123-240-020

W  E
S
Feet

100 50 0 100 200

REPORT TO CITY OF VISALIA PLANNING COMMISSION



HEARING DATE: June 24, 2013

PROJECT PLANNER: Brandon Smith, AICP, Senior Planner
713-4636

SUBJECT: General Plan Amendment No. 2011-03: is a request to expand the 129,000 Population Urban Development Boundary by 19.3 acres to include the subject site, and to change the General Plan land use designation from 19.3 acres of Urban Reserve to 3.3 acres of Shopping/Office Commercial and 16.0 acres of Residential Medium Density. This site is located at the southeast corner of Demaree Street and Visalia Parkway. APN 126-011-020

Change of Zone No. 2011-04: is a request to change the Zoning designation from 19.3 acres of Agriculture (A) to 3.3 acres of Planned Shopping/Office Commercial (P-C-SO) and 16.0 acres of Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit (R-M-2). This site is located at the southeast corner of Demaree Street and Visalia Parkway. APN 126-011-020

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend denial of General Plan Amendment No. 2011-03 and Change of Zone No. 2011-04. Further, staff recommends that no action be taken on Mitigated Negative Declaration No. 2013-10. These recommendations are based on the findings in Resolution Nos. 2013-25 and 2013-26.

The recommendation for denial is based primarily on the finding that the proposed project, despite being inside the City limits, represents premature growth since the property is outside of the current 129,000 Population Urban Development Boundary (UDB) and would represent a break from the current edge of urban development that is contiguous with Visalia Parkway.

Staff has previously advised the applicant that the required findings to re-designate and rezone "Reserve" areas, consistent with General Plan Land Use Policies 4.1.1 and 6.2.6, cannot be made at this point in time. Specifically, the site is not different from other Reserve-designated land south of Visalia Parkway and should not develop ahead of other properties already inside of the existing 129,000 Population UDB.

The recommendation to not take action on whether to recommend adoption of the Mitigated Negative Declaration is made because a recommendation for denial of the project would negate the need for accompanying environmental documentation.

RECOMMENDED MOTION

I move to adopt Resolution Nos. 2013-25 and 2013-26, recommending that no action be taken for Mitigated Negative Declaration No. 2013-10 and recommending denial of General Plan Amendment No. 2011-03 and Change of Zone No. 2011-04.

PROJECT DESCRIPTION

Background

The subject site is a single parcel about 20 acres in size that currently has a General Plan Land Use designation of Urban Reserve and a Zoning designation of Agriculture. The site originally came into the City limits in 1998 with the intention of developing as a golf driving range. The

Agriculture zoning designation was applied to the site as a measure to prevent urban growth since the property was still outside of the active growth boundary. Additionally, a restrictive covenant was recorded with the property to maintain an agriculture or open space-based land use. This covenant expired on December 15, 2012. The property has never developed since its annexation and remains vacant today.

Description

The applicant, Ravi Homes LLC, is requesting approval of a General Plan Amendment and Change of Zone that would amend the City's 129,000 Population UDB location and the land use and zoning designations on the site to facilitate a new horizontal mixed-use development. A conceptual plan diagram submitted with the application, attached as Exhibit "A", illustrates the locations of the land use and zoning designations as well as future commercial/retail and residential uses envisioned for the site.

The property is located outside of the current Urban Development Boundary (129,000 Population), which runs east-west along the Visalia Parkway alignment. The General Plan Amendment includes a request to modify the growth boundary to include the subject site which is located immediately south of Visalia Parkway.

A Shopping / Office Commercial land use designation and Planned Shopping / Office Commercial (C-SO) zoning designation would be applied to 3.3 acres on the west side of the site facing Demaree Street. This area is shown on the conceptual plan to include a 6-pump service station, a drive-through car wash, a 3,040 square-foot convenience store, and three buildings totaling 19,500 square feet for commercial retail. A Medium Density Residential land use designation and Multi-family Residential (R-M-2) zoning designation would be applied to the remaining 16 acres. This area is shown on the map to include a 48-unit senior housing complex and an 80-unit "small-lot" residential subdivision with vehicular access to the north and west. Should the GPA and COZ applications be approved, the applicant intends to move forward with obtaining entitlements (i.e. Conditional Use Permits, Tentative Subdivision Map) that would facilitate the land uses shown on the conceptual plan.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Urban Reserve
Zoning:	Agriculture
Surrounding Zoning and Land Use:	North: Visalia Parkway; R-1-6 (Single-Family Residential) zone / Vacant land with approved Los Pinos tentative subdivision map for single-family residences
	South: County AE-20 (Agricultural Exclusive) zone / Vacant land
	East: County PD-R-A-43 (Rural Residential) zone / Rural residences on one-acre lots
	West: Demaree Street; County AE-20 (Agricultural Exclusive) zone / Plowed vacant land, rural residence
Environmental Review:	Mitigated Negative Declaration No. 2013-10
Special Districts:	None
Site Plan:	2010-128; 12-033

RELATED PROJECTS

Annexation No. 97-04 was completed and recorded on April 2, 1998, and brought the property into the City limits with a zoning of Agriculture. The Annexation was approved despite being located outside of the 98,700 Population UDB, which was the current UDB at the time, since the proposed use of a golf driving range was allowed as a conditional use in the Agriculture zone.

As part of Annexation No. 97-04, a Declaration of Restrictions ("Declaration") was entered into and signed by the property owners at the time. The Declaration limited the type of land use on the property to agriculture, open space, or open space recreational for a period of 15 years, though the Declaration could be extinguished after 10 years if the criteria for extension of the 20-year growth boundary were met. The Declaration ultimately expired on December 15, 2012.

Conditional Use Permit No. 98-04, approved by the Planning Commission on March 9, 1998, was a request to establish a stand-alone golf driving range with a small clubhouse and storage/maintenance building on the property. This land use was allowed under the Declaration as an open space recreational facility. The Conditional Use Permit was never acted upon and subsequently expired.

PROJECT EVALUATION

This request is proceeding at the owner's initiative ahead of the General Plan Update so that the project can be analyzed independent of the time frame associated with the General Plan Update. If the proposed General Plan Amendment and Change of Zone were ultimately denied by the City Council, the applicant would have the option of waiting until the new General Plan is adopted and then conforming to that Plan, or requesting renewal of the original golf driving range CUP.

Staff recommends denial of the General Plan Amendment and Change of Zone based primarily on the finding that the proposed project, though being inside the City limits and designated by the General Plan as Urban Reserve, would result in premature growth under the current General Plan's growth boundaries. This finding is supported by the location of the property being outside of the current 129,000 Population UDB. In addition, development of the site would represent a break from the current periphery of urban development which runs along Visalia Parkway. The original intent of the site was for it to be a golf driving range, which was the basis for approval of the annexation. Adjusting the UDB to include the site ahead of expanding the entire UDB would be viewed as inconsistent with the annexation.

Furthermore, the required findings to re-designate and rezone "Reserve" areas outside of the current UDB, consistent with General Plan Land Use Policies 4.1.1 and 6.2.6, cannot be made at this point in time. Staff's analysis (see following section) concludes that development must occur within the existing 129,000 Population UDB before the boundary can be expanded.

Staff has made the applicant aware of the inconsistency with the current Urban Development Boundary from the onset of the project's evaluation at Site Plan Review in 2010, as indicated in the Planning Division Comment No. 4 of Site Plan No. 2010-128. At the time the Planning Division recommended the applicant participate in the General Plan Update effort and make a formal request to the General Plan Update Review Committee (GPURC) toward the proposed land uses.

Notwithstanding the Planning Division's recommendation, the applicants also had the option to file GPA and COZ applications and pursue the project on their own initiative ahead of the General Plan Update. The applicants chose that path. Concurrently, the applicants participated in the GPURC meetings and made a verbal request that the property be in the initial growth boundary based on its inclusion in the City limits.

General Plan Consistency – Urban Boundaries

The project site is currently located in the next developable growth area – the 165,000 Population (2020) UDB – of the General Plan Land Use Element. It is located immediately outside of the 129,000 Population (2010) UDB, the growth boundary currently in effect. The 129,000 Population UDB runs along Visalia Parkway, on the north side of the project site.

The property has a unique history in that it was annexed into the City in 1998, despite being outside the 98,700 and the 129,000 Population UDBs at the time, with a zoning of Agriculture (consistent with Land Use Policy 4.1.1) and a restriction that the property remain a non-urbanized use (see Related Projects section). This restriction has since expired but the property still retains its Agriculture zoning designation, which according to Policy 4.1.1 can only be redesignated and rezoned if certain findings can be made.

The City has generally discouraged individual properties from annexing and developing/urbanizing outside of the UDB, since doing so on a piece-meal basis would be inconsistent with General Plan policies that promote comprehensively looking at the City's land use capacity and infrastructure before moving outward. Exceptions have been made for land uses needed to serve present and future populations, such as the future school complex at the northwest corner of Akers and Riggin which was added to the UDB in 2009.

Land Use Element Policy 6.2.6 establishes criteria for annexation, and in this case urbanization of land, outside of the current UDB. This is due to the fact that the proposed site was previously annexed but not eligible for urban development. Staff has found that the criteria in the policy cannot be satisfied for this project, as supported by the analysis below:

a. the proposal is required for orderly and efficient land use planning with Visalia's planning area

- The proposal would not further orderly land use planning within Visalia as it constitutes a grant of special privilege for urbanizing a single property while leaving surrounding properties unable to develop, essentially leap-frog development. The current UDB boundary utilizes Visalia Parkway as a "hard edge" for limiting development, as supported by Land Use Element Policy 6.1.2.
- The proposal constitutes premature growth beyond the UDB, particularly since the thresholds for buildout within the existing UDB (described in Appendix C of the Land Use Element) have not been met. Several hundred acres of residential land inside the 129,000 Population UDB in the northwest (Demaree/Riggin) and southeast (Caldwell/Lovers) still remain undeveloped.

b. the land is designated consistent with the City's Land Use Element Map

- Although land use designations are proposed for the property, land use designations have not yet been identified for the balance of the surrounding properties in the 165,000 Population UDB having an Urban Reserve designation. The placement of land use designations at this site is not being done in a comprehensive manner that considers the land supply needs and projected infrastructure demands in the surrounding area.

Land Use Element Policy 4.1.1, which states that Residential land in the latter growth boundaries shall be designated Reserve and zoned Agriculture, further establishes findings that must be made for re-designating Reserve areas outside of the current UDB toward residential land uses. Staff has found that the criteria in the policy cannot be satisfied for this project, as supported by the analysis below:

1. *Additional land is necessary to meet the residential land development needs in order to maintain a supply of zoned residential land equal to 130 percent of the total acreage necessary to accommodate total planning area residents projected to the succeeding ten years.*
 - The threshold of 30% flexibility within the current 129,000 Population UDB has not been met. Based on current data for all residential lands, there are 11,515 residential acres developed within this boundary. This is less than the threshold of 12,486 acres which is the number of designated acres excluding the 30% flexibility factor.
 - In addition, adding land to the current UDB ahead of expansion to the next growth boundary would result in adding to the number of developable acres in the current UDB and further prolonging the period at which the percentage of residential buildout will be reached before advancing to the next growth area. This can be viewed as a grant of special privilege for allowing a single property to urbanize while leaving surrounding Reserve properties unable to develop.
2. *The additional land is either adequately served or can be served by planned and programmed public facilities including streets, sanitary sewer, water, police/fire protection, and other urban services and facilities.*
 - The additional land is not currently served by planned and programmed public facilities, but has been planned for such facilities for over 20 years. A sanitary sewer main currently exists along Visalia Parkway, although sewer will need to be extended to the boundary of the site. Street improvements and storm drain facilities currently exist along two sides of the land. Water, police/fire, and other City services can be extended to the site.
3. *Land within the existing 10-year growth area is either developed or can not be developed in a time-frame appropriate to meet the needs of the community.*
 - There is presently a large amount of undeveloped residential land within the existing 10-year growth area (4,717 acres) that is available for development. A significant amount of this land (1,216 acres) has either been tentatively mapped for residential development or has been subdivided through a recorded final map but not yet developed.
4. *Additional land is determined to provide a significant social and economic benefit to the community.*
 - While the proposed land uses on the site will bring in additional property and sales tax revenue to the city and will provide a mixture of housing options to the City including affordable housing, there are other available sites within the growth boundary that can accommodate these same uses.
5. *Infill has been achieved in the interior of the community consistent with Policy 6.2.3 (5).*
 - The threshold of 15% flexibility within the 1988 Urban Improvement Boundary has been met, but the threshold of 20% flexibility within the 98,700 Population UDB has not been met. Based on current data for all residential lands, there are 11,116 residential acres developed within this boundary. This is less than the threshold of 11,216 acres which is the number of designated acres excluding the 20% flexibility factor.

General Plan Consistency – Land Use Designations

The proposed change in land use and zoning and the commercial development associated with the request could be viewed as consistent with existing General Plan policies that pertain to Shopping / Office Centers (C-SO) and Medium Density Residential (MDR).

Land Use Element Policy No. 3.5.7 states that the C-SO designation is intended “for a range of neighborhood and community-level commercial and office uses” and is “generally characterized as strip or linear in nature and serving a non-regional market area.” The concept plan submitted with the project illustrates a gas station, convenience store, car wash, and retail shops which would generally serve the surrounding neighborhood and regional traffic along Demaree Street. Because of the site’s proximity to two principal transportation corridors and adjacent residential development, the allowance of neighborhood and community-level commercial uses could be considered suitable for this location. In addition, the site’s configuration is linear along Demaree Street. No other C-SO commercial designations currently exist in the immediate area, and no commercial designations exist within a half-mile of the site. In order to approve the land use designation, the City Council would have to make a determination under Policy No. 3.5.7 that the location is appropriate for C-SO and in conformance with the intent of the Land Use District.

The MDR land use and zoning designations are being requested to accommodate the density ranges of development shown in the concept plan submitted for the site. Land Use Element Policy No. 4.1.19 calls for a density of 10 to 15 dwelling units per net acre. The 48-unit senior housing on the concept plan would be developed at 13.8 units per acre. The single-family residential subdivision on the concept plan, with lot sizes ranging from about 3,500 to 5,100 square feet that are below R-1-6 standard, would be developed at about 10 units per net acre.

Mixed-Use Development Plan Concept

The land use plan envisioned for the subject site is a horizontally-integrated mixed-use development consisting of commercial and two residential neighborhoods. The concept is described further in a concept narrative prepared by the applicant and attached as Exhibit “D”. Typical elevation renderings of the proposed land uses were also provided by the applicant and attached as Exhibits “B” and “C”. The applicants have indicated to staff that upon approval of the GPA and COZ applications, Conditional Use Permit and Tentative Subdivision Map applications would then be filed facilitate the development illustrated in the plan and narrative.

The concept plan and concept narrative together illustrate an integrated project with unique and thought-out design features. Contributing to the mixed-use aspect of the project, an agreement would be entered into for the site to allow for shared pedestrian access among the uses including access to pocket parks/common areas. The residential subdivision illustrates streets terminating at the property line which would allow for the possibility of future connectivity to the south, notwithstanding access to the subdivision being gated entry.

Inclusion Into Design District

A Design District must be assigned for the commercial-designated property to apply development standards. Should the Planning Commission, and ultimately the City Council, approve the project, the applicant has requested and staff concurs that Design District “K” would be appropriate for the proposed commercial development site.

Per the Visalia Zoning Ordinance, Section 17.30.270, Design District K standards are established with the conditions approval of the applicable planned unit development permit (Site Plan Review approval). This recommendation is based on the lack of pre-established development standards for any commercial properties in this quadrant excepting Design District A along Mooney Boulevard. As such, Design District K provides the best opportunity to ensure

that the future development's development standards are compatible with like and surrounding development.

The applicant has provided likely design standards for the project in the Concept Narrative, Exhibit "D".

Traffic and Circulation

The subject site is bordered by Demaree Street on the west and Visalia Parkway on the north. Demaree Street is an arterial roadway with two through lanes in each direction, and dedicated right and left turn lanes at Visalia Parkway. Improvements were completed earlier this year to widen the street to four lanes between the cities of Visalia and Tulare.

Visalia Parkway is an arterial roadway with one through lane in each direction and dedicated right turn lanes at Demaree Street. Only the north half of the street is built at this time. Full arterial improvements will include two through and dedicated left turn lanes. Upon development of the project, the portion fronting Visalia Parkway will be built to full improvements. The street is unbuilt further to the east between Dans Lane and County Center Street, where a bridge is needed to cross Packwood Creek.

A Traffic Impact Analysis was conducted for the specific land uses identified in the concept plan and its impacts to roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and year 2035 base conditions, with and without the project conditions. The analysis confirmed that the surrounding roadway network identified in the City's Circulation Element could support the land use changes. The analysis further identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project would operate at acceptable LOS "D" conditions or better through 2035.

Land Use Compatibility / Noise

As part of the project's environmental review which takes into account future development of the site, noise generation impacts were evaluated. Staff identified during the project's Site Plan Review that the close proximity of the car wash to the senior housing complex (less than 100 feet distance) could result in the residential component not meeting Community Noise Standards.

A Noise Analysis has been prepared for the car wash and concludes that the operation of the car wash can meet Community Noise Standards as described in Visalia Municipal Code Chapter 8.36 and with noise mitigation incorporated into the project. The mitigation is cited in the project's Mitigated Negative Declaration, and would be enforced at the time that a Conditional use Permit is obtained for the car wash.

Environmental Review

The California Environmental Quality Act (CEQA) does not apply to projects which an agency rejects or disapproves, per the CEQA Guidelines Section 15270. Thus, in the event that the City Council denies the proposed project, the Planning Commission and ultimately the City Council is not required to take environmental action pursuant to CEQA statutes.

However, there is potential that the project could be approved by the City Council. With this contingency, an Initial Study and Mitigated Negative Declaration (MND) has been prepared for this project consistent with CEQA Guidelines. The MND could be utilized if the City Council approved the project. Based on staff's recommendation of denial for the General Plan Amendment and Change of Zone, it is recommended that no action be taken at this time with regards to the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program prepared for the project.

The Initial Study prepared for this project discloses that a significant, adverse environmental impact related to noise may occur with regards to the proximity of the car wash and the senior housing. The Mitigated Negative Declaration circulated for this project contains a Mitigation Monitoring Program with construction and operational measures as mitigation for the noise impact referenced above. The mitigations contained in the Mitigation Monitoring Program will effectively reduce the environmental impact of noise to a level that is less than significant.

RECOMMENDED FINDINGS

General Plan Amendment No. 2011-03

1. That the proposed General Plan Amendment is inconsistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is inconsistent with General Plan Land Use Policy Nos. 4.1.1 and 6.2.6 on the basis that the proposal constitutes premature growth beyond the UDB as the thresholds for buildout within the existing UDB (described in Appendix C of the Land Use Element) have not been met. In addition, there is presently a large amount of undeveloped residential land within the existing 10-year growth area (129,000 Population UDB) that is available for development.
2. That the proposed General Plan Amendment is inconsistent with General Plan Land Use Policy No 3.5.7 for locating Shopping Office Centers. Specifically, the location of the land use designation is not appropriate for the site at this time.
3. That the proposed General Plan Amendment is in conflict with the adopted goals and objectives of the Land Use Element in locating public services in a future growth area. Land Use Element Goal 5 and Objectives 5.1.A and 5.1.B support long-term planning for public facilities to support future urban growth. The subject site is not currently served by public facilities, and the extension of services to the subject site would not further orderly development and coordinate services planning in step with the Land Use Element's growth management policies.
4. That the proposed General Plan Amendment would not be detrimental to the public health, safety, or welfare, and materially injurious to properties in the vicinity.

Change of Zone No. 2011-04

1. That the proposed General Plan Amendment is inconsistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is inconsistent with General Plan Land Use Policy Nos. 4.1.1 and 6.2.6 on the basis that the proposal constitutes premature growth beyond the UDB as the thresholds for buildout within the existing UDB (described in Appendix C of the Land Use Element) have not been met. In addition, there is presently a large amount of undeveloped residential land within the existing 10-year growth area (129,000 Population UDB) that is available for development.
2. That the proposed General Plan Amendment is inconsistent with General Plan Land Use Policy No 3.5.7 for locating Shopping Office Centers. Specifically, the location of the land use designation is not appropriate for the site at this time.
3. That the proposed General Plan Amendment is in conflict with the adopted goals and objectives of the Land Use Element in locating public services in a future growth area. Land Use Element Goal 5 and Objectives 5.1.A and 5.1.B support long-term planning for public facilities to support future urban growth. The subject site is not currently served by public facilities, and the extension of services to the subject site would not further orderly development and coordinate services planning in step with the Land Use Element's growth management policies.

4. That the proposed General Plan Amendment would not be detrimental to the public health, safety, or welfare, and materially injurious to properties in the vicinity.

Attachments:

- Related Plans and Policies
- Ownership Disclosure Statement
- Resolution / Ordinance
- Exhibit "A" – Concept Development Plan
- Exhibit "B" – Typical Elevation Renderings of Proposed Commercial Uses
- Exhibit "C" – Typical Elevation Renderings of Proposed Residential Uses
- Exhibit "D" – Concept Narrative
- Exhibit "E" – Supplemental Application Statement
- Exhibit "F" – Proposed General Plan Land Use Designations
- Initial Study / Mitigated Negative Declaration No. 2013-10
- Site Plan Review Comments
- General Plan Land Use Map; Zoning Map; Aerial Map; Location Sketch

RELATED PLANS AND POLICIES

LAND USE ELEMENT OF THE GENERAL PLAN

3.5 COMMERCIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties.
- B. Ensure the continued viability of Visalia's existing commercial areas.
- C. Promote comprehensively planned, concentric commercial areas to meet the needs of Visalia residents and its market area.
- D. Create and maintain a commercial land use classification system (including location and development criteria) which is responsive to the needs of shoppers, maximizing accessibility and minimizing trip length.
- E. Designate appropriate and sufficient commercial land for Visalia's needs to the year 2020 with appropriate phasing.

Implementing Policies

- 3.5.1 Ensure that future commercial development is concentrated in shopping districts and nodes to discourage expansion of new strip commercial development.
- 3.5.2 Ensure that commercial development in residential areas serves the needs of the area and includes site development standards which minimize negative impacts on abutting properties.
- 3.5.7 Shopping/Office Centers for a range of neighborhood and community-level commercial and office uses. Consists of areas previously designated for local retail (C-2.5), neighborhood, community and regional commercial uses. Generally characterized as strip or linear in nature and serving a non-regional market area. General locations are:
 1. Dinuba Highway, between Ferguson and Houston.
 2. East side of Ben Maddox Way, between Main Street and Houston.
 3. Murray Street corridor between Divisadero to Conyer.
 4. Houston corridor, between Divisadero and Turner.
 5. Noble Avenue corridor between Ben Maddox and Pinkham. Also, land locked or infill parcels may be added to this designation when they are merged with adjacent properties to obtain Noble Avenue frontage.
 6. Mineral King Plaza (south of SH 198 between Linwood and Chinowth).

7. Cain Street and Goshen Avenue.
8. Other locations that may be found to be appropriate by the City Council and in conformity with the intent of the Land Use District.

3.5.14 In order to provide for integration of convenience level and neighborhood level commercial uses into neighborhoods, require design measures which encourage pedestrian traffic, and de-emphasize use of walls as buffers which create barriers to pedestrian access and which are not visually pleasing.

4.1 RESIDENTIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Ensure adequate land area is available for future housing needs.
- B. Encourage efficient residential development.
- C. Encourage development of comprehensively planned, compact, well-integrated areas for single-family and multi-family residential development using schools, neighborhood parks, and open space conservation facilities as key planning components.
- D. Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand throughout the community.
- E. Identify locations for multi-family developments which are accessible to major transportation routes, mass transit facilities, commercial areas, schools, and recreation facilities.
- F. Protect existing and proposed residential areas.

Implementing Policies

- 4.1.1 Designate residential land area which is adequate to meet the needs of the community over the next thirty years. Residential land in the last two 10-year growth areas shall be designated 'Reserve.' These Reserve areas are to be zoned Agriculture. Reserve areas may be redesignated and rezoned to the appropriate residential land use designation and zone if the following findings are made by the Planning Commission and the City Council:
 1. Additional land is necessary to meet the residential land development needs in order to maintain a supply of zoned residential land equal to 130 percent of the total acreage necessary to accommodate total planning area residents projected to the succeeding ten years.
 2. The additional land is either adequately served or can be served by planned and programmed public facilities including streets, sanitary sewer, water, police/fire protection, and other urban services and facilities.
 3. Land within the existing 10-year growth area is either developed or can not be developed in a time-frame appropriate to meet the needs of the community.

4. Additional land is determined to provide a significant social and economic benefit to the community.
5. Infill has been achieved in the interior of the community consistent with Policy 6.2.3 (5).

4.1.5 Identify residential areas adjacent to roadways and other noise-sources (i.e., railroads, airport, industry) which require setbacks and/or special sound-proofing to reduce negative noise-related impacts, as identified in the Noise Element. Mitigation measures shall include the following:

- a. The performance standards of the City's Noise ordinance.
- b. Noise mitigation "packages" including the use of setbacks to ensure that the exterior noise levels at the closest building facade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below.
- c. For multi-family development, site design techniques shall be used to reduce the need for supplemental noise mitigation requirements. Also, investigate the feasibility of requiring greater setbacks for multi-family residential development along arterials and collectors as an alternative to walls and fences.
- d. The City shall consider minimizing the development of new residential land uses in the area east of the industrial park and adjacent to other existing major commercial/industrial.

4.1.19 Promote Medium Density Residential development (up to 33 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at local/collector and/or collector/collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections may also be considered. All proposals in excess of 11 units shall require a conditional use permit. Medium density developments may be permitted on corner lots in single family zones where they can be provided in conformance with Policy 4.1.20. Medium density residential developments may also be used in infill areas where they can be made to be consistent with adjacent properties through the conditional use permit process and contract zoning.

5.1 WASTEWATER AND TREATMENT PLANT, SANITARY SEWER, STORM DRAINAGE

Objectives

- A. Coordinate facilities and services planning to implement land use goals and objectives.
- B. Plan the location, cost, and funding of facilities and services in advance of need.

Implementing Policies

5.1.7 Coordinate urban growth management planning with public and private utilities.

6.1 GENERAL GROWTH MANAGEMENT

Objectives

- A. Provide for an orderly and efficient transition from rural to urban land uses.
- B. Minimize urban sprawl and leap-frog development by encouraging compact, concentric and contiguous growth.

6.2 URBAN BOUNDARIES

Objective

- A. Implement and periodically update a growth management system which will:
 - 1. guide the timing, type, and location of growth
 - 2. preserve resource lands
 - 3. protect natural features and open space
 - 4. encourage techniques which encourage energy conservation

Implementing Policies

- 6.2.3 Establish Urban Development Boundaries (UDB's), to accommodate estimated City population for the years 2000, 2010, and 2020, as the urbanizable area within which a full-range of urban services will need to be extended to accommodate urban development. These boundaries shall be established based on the following factors:
 - 1. Adequate residential, commercial and industrial capacity for the projected population.
 - 2. Inclusion of a thirty percent (30%) vacancy factor ("flexibility factor") for residential development and a twenty percent (20%) vacancy factor for commercial development.
 - 3. Adequacy of infrastructure including existing and planned capacity of sewerage system, treatment plant, water system, schools, roadways, and other urban services and facilities.
 - 4. Community growth priorities.
 - 5. Progressive increase in the percentage of buildout in existing developed areas of the community, to a maximum of 90 percent buildout. Compliance with this policy shall be according to the methodology described in Appendix C.

Expansion of the urban development boundary shall be accomplished through amendment of the Land Use Element and be based on the above findings.

- 6.2.5 Annexation to the City is the appropriate method for urbanization within the Visalia Urban Area Boundary.

6.2.6 Annexation of land outside of the current Urban Development Boundary may be permitted only if:

- a. the proposal is required for orderly and efficient land use planning with Visalia's planning area, and
- b. the land is designated consistent with the City's Land Use Element Map.

6.3 AGRICULTURAL LAND PROTECTION

Objective

A. Protect agricultural land from premature urban development.

Implementing Policies

6.3.4 Increase residential densities to reduce the need for conversion of prime agricultural land. Techniques to be utilized include usage of mixed use planned unit developments, integration of duplexes in single family subdivisions and development of properties to, at least, the minimum densities specified in the Land Use Element and map.

VISALIA MUNICIPAL CODE

Chapter 17.16: P(R-M) MULTI-FAMILY RESIDENTIAL ZONES

Section 17.16.010 Purpose and intent.

In the P(R-M) multi-family residential zone, the purpose and intent is to provide living areas within the two multi-family residential zones (one medium density and one high density) with housing facilities where development is permitted with a relatively high concentration of dwelling units, and still preserve the desirable characteristics and amenities of a low density atmosphere. (Ord. 9717 § 2 (part), 1997: prior code § 7290)

Chapter 17.18: PLANNED COMMERCIAL ZONES

Section 17.18.010 Purposes.

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

1. Provide appropriate areas for various types of retail stores, offices, service establishments and wholesale businesses to be concentrated for the convenience of the public; and to be located and grouped on sites that are in logical proximity to the respective geographical areas and respective categories of patrons which they serve in a manner consistent with the general plan;
2. Maintain the central business district (CBD - Conyer Street to Tipton and Murray Street to Mineral King Avenue including the Court-Locust corridor to the Lincoln Oval area) as Visalia's traditional, medical, professional, retail, government and cultural center;
3. Maintain Visalia's role as the regional commercial center for Tulare, Kings and southern Fresno counties;

4. Maintain and improve Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community;
 5. Accommodate a variety of commercial activities to encourage new and existing business that will employ residents of the city and those of adjacent communities;
 6. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties and ensure the continued viability of the existing commercial areas;
 7. Maintain commercial land uses which are responsive to the needs of shoppers, maximizing accessibility and minimizing trip length;
 8. Ensure compatibility with adjacent land uses.
- B. The purpose of the individual commercial land use zones are as follows:
3. Planned Shopping/Office Zone--(P-C-SO). The purpose and intent of the planned shopping/ office zone district is to provide areas for a wide range of neighborhood and community level retail commercial and office uses. This district is intended to provide for the transition from service and heavy commercial uses where they exist in this district to retail and office and to provide areas for neighborhood goods and services where shopping centers may not be available.

Chapter 17.44: AMENDMENTS

Section 17.44.070 Action of city planning commission.

The city planning commission shall make a specific finding as to whether the change is required to achieve the objectives of the zoning ordinance prescribed in Section 17.02.020. The commission shall transmit a report to the city council recommending that the application be granted, conditionally approved, or denied or that the proposal be adopted or rejected, together with one copy of the application, resolution of the commission or request of the Council, the sketches or drawings submitted and all other data filed therewith, the report of the city engineer and the findings of the commission. (Ord. 2001-13 § 4 (part), 2001: prior code § 7586)

Chapter 17.54: GENERAL PLAN AMENDMENTS

Section 17.54.070 Action of city planning commission.

Within forty-five (45) days following the public hearing, the city planning commission shall make a specific recommendation and shall transmit a report to the city council. The report shall include a resolution recommending either approval or denial of the proposed amendment, together with pertinent information and the report of the city planning staff. (Prior code § 7656)

Existing streets directly adjacent to the site Visalia Parkway on the north and Demaree on the west

Existing uses Vacant

Existing improvements/structures None

PROPERTY OWNERS:

If there are more than two owners, please provide information and signature(s) on a separate sheet.

Name (print) Dr. Malik Baz

Name (print) Dr. Tejinder Randhawa

Mailing Address 7471 N. Fresno St, Fresno, CA 93720

Mailing Address 838 E. Omaha Ave, Fresno, CA 93720

Phone 559-436-4500

Phone 559-917-2951

Statement: I/We declare under penalty of perjury that I am/we are the legal owner(s) of the property involved in this application. I/We authorized the person named in this application as the Project Main Contact to act as my/our representative with City Staff regarding the processing of this application.

8/29/12
Date

[Signature]
Property Owner Signature

8/29/12
Date

[Signature]
Property Owner Signature

PROJECT MAIN CONTACT/REPRESENTATIVE:

(This is the person who will be the main contact with City Staff, and will receive all correspondence.)

Name (print) Mary Beatie, Director of Planning & Environmental Services

Firm/Company TPG Consulting, Inc.

Mailing Address 222 N. Garden St, Suite 100, Visalia, CA

Phone 559-739-8072

Fax 559-739-8377

Email mbeatie@tpgconsulting.net

Statement: I will be the main contact and representative of the proposed project with City Staff during the processing of this application. I declare under penalty of perjury that all statements and documents submitted with this application are true and correct to the best of my knowledge.

8-24-12

Date

[Signature]

Representative Signature

OTHER INVOLVED PARTIES:

Fill in all that apply.

Is the property currently in escrow? If so, to whom? NA
(Write "none" if property is not in escrow)

Developer/Builder _____

Mailing Address _____

Phone _____ Fax _____

Contractor _____

Engineer _____

Architect: Weber Iness, Associates, Inc. 6730 N. West, Suite #111, Fresno, CA 93711

NAMES OF PRINCIPALS, PARTNERS, OR TRUSTEES:

List the names of any and all principals, partners, and/or trustees where any property owner or developer/builder is a corporation, partnership, or trust. For corporations, provide names of officers, and directors. For trusts provide names of trustees and beneficiaries.

<u>The Baz Family Trust</u>	<u>Tejinder S. Randhawa</u>	_____
<u>Trustee: Malik N. Baz & Anne Marie Baz</u>	<u>Harkiran K. Randhawa</u>	_____
<u>Beneficiaries: Malik N. Baz & Anne Marie Baz</u>	<u>Beneficiaries: Tejinder S. Randhawa & Harkiran K. Randhawa</u>	_____
_____	_____	_____
_____	_____	_____

RESOLUTION NO. 2013-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA RECOMMENDING DENIAL OF GENERAL PLAN AMENDMENT NO. 2011-03:

A REQUEST TO EXPAND THE 129,000 POPULATION URBAN DEVELOPMENT BOUNDARY BY 19.3 ACRES TO INCLUDE THE SUBJECT SITE, AND TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM 19.3 ACRES OF URBAN RESERVE TO 3.3 ACRES OF SHOPPING/OFFICE COMMERCIAL AND 16.0 ACRES OF RESIDENTIAL MEDIUM DENSITY. THIS SITE IS LOCATED AT THE SOUTHEAST CORNER OF DEMAREE STREET AND VISALIA PARKWAY, SITUATED WITHIN THE CITY LIMITS OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA. (APN: 126-011-020)

WHEREAS, General Plan Amendment No. 2011-03 is a request to expand the 129,000 Population Urban Development Boundary (UDB) by 19.3 acres to include the subject site, and to change the General Plan land use designation from 19.3 acres of Urban Reserve to 3.3 acres of Shopping/Office Commercial and 16.0 acres of Residential Medium Density. This site is located at the southeast corner of Demaree Street and Visalia Parkway, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 126-011-020); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on June 24, 2013; and

WHEREAS, the Planning Commission of the City of Visalia considered the General Plan Amendment in accordance with Section 17.54.070 of the Zoning Ordinance of the City of Visalia based on evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project, if recommended mitigation measures were incorporated in the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council take no action with respect to the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15270, wherein CEQA does not apply to projects which a public agency rejects or disapproves.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends denial to the City Council of General Plan Amendment No. 2011-03, based on the following specific findings and based on the evidence presented:

1. That the proposed General Plan Amendment is inconsistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is inconsistent with General Plan Land Use Policy Nos. 4.1.1 and 6.2.6 on the basis that the proposal constitutes premature growth beyond the UDB as the thresholds for buildout within the existing UDB (described in Appendix C of the Land Use Element) have not been met. In addition, there is presently a large amount of

undeveloped residential land within the existing 10-year growth area (129,000 Population UDB) that is available for development.

2. That the proposed General Plan Amendment is inconsistent with General Plan Land Use Policy No 3.5.7 for locating Shopping Office Centers. Specifically, the location of the land use designation is not appropriate for the site at this time.
3. That the proposed General Plan Amendment is in conflict with the adopted goals and objectives of the Land Use Element in locating public services in a future growth area. Land Use Element Goal 5 and Objectives 5.1.A and 5.1.B support long-term planning for public facilities to support future urban growth. The subject site is not currently served by public facilities, and the extension of services to the subject site would not further orderly development and coordinate services planning in step with the Land Use Element's growth management policies.
4. That the proposed General Plan Amendment would not be detrimental to the public health, safety, or welfare, and materially injurious to properties in the vicinity.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends denial to the City Council of the General Plan Amendment described herein, in accordance with the terms of this resolution under the provisions of Section 17.54.070 of the Ordinance Code of the City of Visalia and based on the above findings.

RESOLUTION NO. 2013-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA
RECOMMENDING DENIAL OF CHANGE OF ZONE NO. 2011-04:
A REQUEST TO CHANGE THE ZONING DESIGNATION FROM 19.3 ACRES OF
AGRICULTURE (A) TO 3.3 ACRES OF PLANNED SHOPPING/OFFICE
COMMERCIAL (P-C-SO) AND 16.0 ACRES OF MULTI-FAMILY RESIDENTIAL, 3,000
SQ. FT. MINIMUM SITE AREA PER DWELLING UNIT (R-M-2). THIS SITE IS
LOCATED AT THE SOUTHEAST CORNER OF DEMAREE STREET AND VISALIA
PARKWAY, SITUATED WITHIN THE CITY LIMITS OF VISALIA, COUNTY OF
TULARE, STATE OF CALIFORNIA. (APN: 126-011-020)

WHEREAS, Change of Zone No. 2011-04 is a request to change the Zoning designation from 19.3 acres of Agriculture (A) to 3.3 acres of Planned Shopping/Office Commercial (P-C-SO) and 16.0 acres of Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit (R-M-2). This site is located at the southeast corner of Demaree Street and Visalia Parkway, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 126-011-020); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on June 24, 2013; and

WHEREAS, the Planning Commission of the City of Visalia considered the Change of Zone in accordance with Section 17.44.070 of the Zoning Ordinance of the City of Visalia and on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project, if recommended mitigation measures were incorporated in the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council take no action with respect to the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15270, wherein CEQA does not apply to projects which a public agency rejects or disapproves.

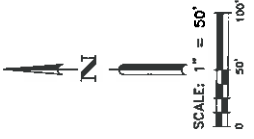
BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends denial to the City Council of Change of Zone No. 2011-04, based on the following specific findings and based on the evidence presented:

1. That the proposed General Plan Amendment is inconsistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is inconsistent with General Plan Land Use Policy Nos. 4.1.1 and 6.2.6 on the basis that the proposal constitutes premature growth beyond the UDB as the thresholds for buildout within the existing UDB (described in Appendix C of the Land Use Element) have not been met. In addition, there is presently a large amount of undeveloped residential land within the existing 10-year growth area (129,000 Population UDB) that is available for development.

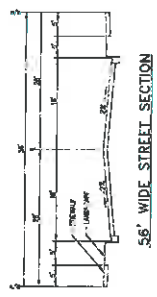
2. That the proposed General Plan Amendment is inconsistent with General Plan Land Use Policy No 3.5.7 for locating Shopping Office Centers. Specifically, the location of the land use designation is not appropriate for the site at this time.
3. That the proposed General Plan Amendment is in conflict with the adopted goals and objectives of the Land Use Element in locating public services in a future growth area. Land Use Element Goal 5 and Objectives 5.1.A and 5.1.B support long-term planning for public facilities to support future urban growth. The subject site is not currently served by public facilities, and the extension of services to the subject site would not further orderly development and coordinate services planning in step with the Land Use Element's growth management policies.
4. That the proposed General Plan Amendment would not be detrimental to the public health, safety, or welfare, and materially injurious to properties in the vicinity.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends denial to the City Council of the Change of Zone described herein, in accordance with the terms of this resolution under the provisions of Section 17.44.070 of the Ordinance Code of the City of Visalia and based on the above findings.

Figure 1



- SITE 1**
 COMMERCIAL RETAIL
 (2) LEASE SPACE UNITS (2,250 SQ. FT.)
 (2) 10,500 SQ. FT. (2.25 ACRES)
- SITE 2**
 COMMERCIAL RETAIL
 (2) LEASE SPACE UNITS (2,250 SQ. FT.)
 (2) 10,500 SQ. FT. (2.25 ACRES)
- SITE 3**
 3 BUILDINGS (40 UNITS + CLUB HOUSE)
 (2) 10,500 SQ. FT. (2.25 ACRES)
 (2) 10,500 SQ. FT. (2.25 ACRES)
- SITE 4**
 3 BUILDINGS (40 UNITS + CLUB HOUSE)
 (2) 10,500 SQ. FT. (2.25 ACRES)
 (2) 10,500 SQ. FT. (2.25 ACRES)



- KEY NOTES**
1. WHERE MISSING, CONSULT CONCRETE CONTRACTOR FOR APPROACH TO CITY OF VISALIA STANDARD SPECIFICATIONS.
 2. PARKING JUMP & OTHER (TYP.)
 3. PROPOSED A/C PAVEMENT
 4. PROPOSED CONCRETE DRIVE/ALK.
 5. 4" TYP. STANDING ENCLOSURE PER CITY
 6. 10' WIDE SIDEWALK
 7. 5' WIDE SIDEWALK
 8. 6" WIDE SIDEWALK
 9. 12" WIDE LANDSCAPE STRIP
 10. 15' WIDE LANDSCAPE STRIP
 11. CITY STANDARD DRI E APPROACH
 12. PAVEMENT DIRT / ACCESS CONTR. (TYP)
 13. WIDENING
 14. PROPOSED MEDIAN
 15. SECURITY GATE ENTRY PAD
 16. SECURITY GATED ENTRY
 17. 5' WIDE LANDSCAPE STRIP
 18. (10) 6" C&G PUMPS
 19. BRICK PAVEMENT
 20. AIR AND WATER
 21. 8" RIBBON OF CONCRETE
 22. 8" FRESH AND BLOCK WALL



Exhibit "A"



Commercial Examples



Senior Housing Examples

Exhibit "B"



Exhibit "C"

Ravi Homes - Single Family Residential
Typical Elevation Renderings

Concept Narrative for:

The Demaree & Visalia Parkway Mixed Use Development Plan

Proposed by Ravi Homes, LLC



VISION:

A horizontally integrated mixed use development consisting of senior housing, medium density/small lot single family residential, office/retail commercial, and convenience store, gasoline service and carwash commercial.

LAND USE & ZONING SUMMARY:

	General Plan Designation	Zoning District	Design District/Density
Existing	-Urban Reserve (20± gross acres (ga))	-Agriculture (20± ga)	None
Proposed	-Shopping/Office Commercial	-P-C-SO (3.25± ga.)	"K" for commercial only
	-Residential Medium Density (10-15 du/ga)	-R-M-2 (16± ga.)	10 du/gross acre (ga)
GPU Equivalent	-Commercial Mixed Use	Unknown	Not specified
	-Medium Density Residential		Minimum 10-15 du/ga

SUMMARY OF KEY COMPONENTS OF PROPOSED PROJECT

- ☐ **Shopping/Office Commercial – 3.25± gross acres**

 1. 19,500± sf of retail/office space consisting of 3 separate buildings; each 6,500 ± sf on 2.25± acres
 2. 3,040± sf neighborhood convenience commercial store on 1.0 ± acre with associated:
 - a. Gas fueling facility with 6 pumps
 - b. Automated self-serve car wash with a 990 sf wash & dry drive through enclosure
 3. Shared parking between the two sites by signed agreement
 4. Enhanced pedestrian oriented connection between the Residential and Commercial development connecting to a landscaped, shaded paseo-style, pedestrian friendly courtyard between 2 of the 3 commercial buildings.

- ☐ **Residential Medium Density – Senior Living Community – 3.5± gross acres**

 1. Estimated six single story buildings for Senior Housing on approximately 3.5 acres
 2. Estimated 48 individual garden apartment units 6-10 units per building
 3. An approximately 2,850± sf Club House
 4. Apartment Buildings and Club House surrounded by landscaped common open areas and interconnecting pathways.
 5. Covered on-site parking at a minimum ratio of 1.3 spaces per living unit.
 6. Two gated entries for security purposes.
 7. Landscaped frontage on Visalia Parkway with decorative, 50%± open, wrought iron fence.



8. A single point of keyed access to the northwesterly pocket park within the SFR development, for keyed access to the adjacent commercial development.

 **Residential Medium Density – Detached Small-lot Single-Family Community – 12.5± gross acres**

1. 83 total lots, ranging in size from approximately 3,500 to 5,000± sq. foot lots
2. 81 lots for detached single family residential units
3. 2 common area landscaped pocket park open-space lots, with
4. Two gated entries for security purposes.
5. Two floor plans; one with double car garage for larger lots, one with single car garage for smaller lots
6. Curb, gutter, sidewalk along both sides of all internal streets
7. Curb, gutter, sidewalk, parkway strip and landscaping per City standards along Demaree and Visalia Parkway frontages.
8. Single point of keyed access, to be shared with Senior Community, from the northwesterly pocket park to the adjacent commercial development.
9. Private interior streets.
10. Decorative block wall along rear yards backing onto Visalia Parkway, with 5-ft. of landscape area between wall and 5-ft. sidewalk and 10- ft parkway strip between sidewalk and back of curb (City standard). Similar block wall separating the Commercial Development from the Residential; will serve as noise attenuation also between the car wash area and the senior housing.

PROPOSED DESIGN STANDARDS – Design District “K”

The development of the subject project will be approved through a subsequently filed Conditional Use Permit. The development is proposed to be subject to provisions of Zoning Ordinance Section 17.30.270: *Development standards—Design district K. The standards would likely include:*

A. Building Height: Fifty (50) feet maximum

B. Required yards:

1. SFR Community

- a. Front: Alternating large lot with twenty (20) feet and small lot w ten(10) feet
- b. Side: Three (3) feet on shared “garage” sides, five (5) feet on shared “house” side
- c. Rear: Alternating large lot with twenty (20) feet and small lot with fifteen (15) feet to house and Five (5) feet to garage, minimum
- d. Rear yards abutting existing residential to the East: No less than fifteen (15) feet to the house, five (5) feet to the garage
- e. Rear yard abutting commercial: No less than fifteen (15) feet to the house, five (5) feet to the garage
- f. Double-front lots along Visalia Parkway only: No less than fifteen (15) feet to the house, five (5) feet to the garage



2. Senior Community

- a. Setback from Visalia Parkway: Minimum 4-foot meandering pathway with minimum 5 ft of landscaping on either side.
- b. Setback from Commercial: Minimum fifteen (15) feet from block wall on commercial property; height to be as determined by noise study.
- c. Setback from Interior Roadways: Minimum 4-foot meandering pathway with minimum 5 ft of landscaping on either side.

3. Commercial

- a. Setback from FOC along Visalia Parkway: Minimum 15 ft of mounded landscaping.
- b. Setback from FOC Demaree Street: Minimum 15 ft of mounded landscaping.
- c. Side Abutting Sr. Community: Fifteen (15) feet from face of block wall
- d. Rear Abutting Commercial: Zero (0) feet
- e. Rear Abutting Residential: Twenty-Five (25) feet

C. Parking:

1. SFR Community – Large lot: Two covered spaces per lot, Small lot: one covered space per lot, one uncovered tandem space (house plans will be paired so that garages and associated driveways are adjacent, thereby maximizing the linear feet of available curbing for parallel parking)
2. Senior Community – One covered space per unit for residents, one uncovered space per each 4 units for guests.
3. Commercial – Shared parking (via signed mutual agreement between property owners and City)

D. Site Area: Approximately 19.32 gross acres

1. SFR Community: Approximately 12.5 gross acres
2. Senior Community: Approximately 3.5 gross acres
3. Commercial: Approximately 1.0 gross acre and 2.25 gross acres – for approximate total of 3.25 ac.

ANTICIPATED OPERATIONAL CONSIDERATIONS

- ❖ Shared parking on two commercial parcels by mutual signed agreement between property owner(s) and City
- ❖ Gated access *from* senior community *into* northwesterly pocket park of SFR controlled by mutual covenant recorded on both parcels and enforced by Senior Community HOA.
- ❖ Gated access *from* northwesterly pocket park of SFR *into* commercial parcel controlled by mutual covenant on both parcels and enforced by SFR HOA.
- ❖ Footprints of dwellings proposed for alternating lots will be such that driveways are adjacent in pairs to allow for greater continuous curb lengths between lots for on-street parking.
- ❖ The Senior Community is proposed to have controlled gated entry-ways off Visalia Parkway to provide a more secure living environment.
- ❖ The SFR Community is proposed to have controlled gated entry ways from Visalia Parkway and Demaree to provide a more secure living environment.
- ❖ Two, turf landscaped “common area” pocket parks are proposed within the SFR Community to provide opportunities for communal social gatherings with amenities including at a minimum, but not limited to:



landscape irrigation, perimeter walking paths connecting to street-side sidewalks, built-in benches and or tables with seating, shade trees, built-in barbeque, and decorative trash containers. The pocket parks will be maintained by the HOA.

- ❖ Enhanced pedestrian connection (e.g. stamped colored concrete or brick works) between the residential and commercial areas of the overall planned community will be provided from the northwesterly pocket park to pedestrian oriented paseo between two of the three commercial buildings. Access to and from the paseo will be controlled by some type of card lock system available only to the residents of the Senior and SFR Communities. The paseo will be maintained by the owner of the commercial parcel. Depending on tenant and building code window requirements, expanses of unarticulated paseo-facing walls could feature murals invited from the Visalia Arts Community consistent with City of Visalia, Cultural Plan and public art policies. (“Visalia Arts Consortium”??)
- ❖ The paseo will include night-time, as well as, security-style lighting (pedestrian oriented), drip irrigated shade trees, benches, decorative trash containers, lighted bollards to prevent vehicle passage and a water feature centered on the access driveway from Demaree into the site.

Cont'd SUPPLEMENTAL to GPA / COZ APPLICATION for:
Ravi Homes, LLC, Proposed Visalia Parkway / Demaree Mixed Use Project

"List the Reasons justifying the loss of zoning and land use designations by this project. Cite General Plan Policies Affecting the Request."

General Plan Urban Development Boundary:

According to the current City of Visalia General Plan Map there are many parcels around the City that lay outside the existing City limits but within the 129,000- and 165,000-population Urban Development Boundaries. However, the subject property is one of four anomaly locations around the entire perimeter of the City boundary where parcels lay inside the City limits but outside the current 129,000-population Urban Development Boundary. The other three locations include:

- 1) West of McAuliff adjacent to the north side of the St. John's River;
- 2) South of the westerly extension of Crowley and the southerly extension of Elko west to Camp Drive; and
- 3) West of SR 99 south of SR 198 along the frontage road.

Neither the current General Plan nor its EIR, provide any specific indication or rationale why these anomaly parcels should be limited from development even though they are already inside the City Limits.

Of the site and three other areas identified above lying inside the City limits but lying outside the 129,000 UDB line, the subject site is the only parcel of land designated Urban Reserve but zoned with the most development-restrictive "Agricultural" zoning. The site is currently fallow and has not supported a viable agricultural use in over 20 years, well before the current "2020 Plan" was adopted back in 1991. In this circumstance the zoning seems to be an anomaly also; as the "Agricultural" zone seems to be applied without reason as a "holding zone", rather than a zone consistent with any policy as to the City's intentions for how it would like the "Urban Reserve" designation implemented.

The subject site is 20± ac. and represents less than .01% of the total 23,300 sq. ac. area in the City. Given this relative small square area compared to the remainder of the City, impacts from development of these lands are likely to result in inconsequential or de-minimus impacts.

Nonetheless, the subject property owner must first amend the General Plan to extend the Urban Development Boundary to include his parcel. [Note: Such relocation of the UDB would be consistent with the recommended location of the Tier 1 UDB in the proposed General Plan Update Land Use Map.]

The proposed development will result in a mixture of land uses that are intended to be developed in an integrated fashion to will help meet the needs of the City of Visalia for a broader range of housing choices, and with neighborhood level commercial uses to support the projects residential uses.

Approval of the requested General Plan Amendment will provide a range of housing types which will offer a diversity of choice toward meeting the needs of the changing population and demographic within the City of Visalia. Moreover, the site is located near an existing school, Cottonwood Creek, as well as broader commercial services on Demaree and on South Mooney Boulevard.

The proposed project will meet the needs of local residents, and will comply with the following General Plan Objectives:

Objective 4.1.B – Ensure efficient residential development.

The subject property is located at the southeast corner of Demaree Avenue and Visalia Parkway. Sewer, water, storm drainage, and dry utilities exist in Demaree Avenue along the frontage of the property and within Visalia Parkway west of its intersection with Demaree. The proposed project will provide for a variety of commercial and office uses, a gasoline fueling station, car wash and neighborhood convenience market, as well as single family residential and senior housing. The single family residential development portion of the site will provide lots ranging in size from approximately 3,500 square feet to 4,035 square feet- a slightly higher density than the typical R-1 (6,000 sf. lots). The anticipated density for the senior housing portion of the project will be ±12 units per acre and for the single family portion ±7 units per acre. The combined density of all the residential uses will be just above 10 units per acre, at the low end of range specified in the General Plan for Medium Density Residential.

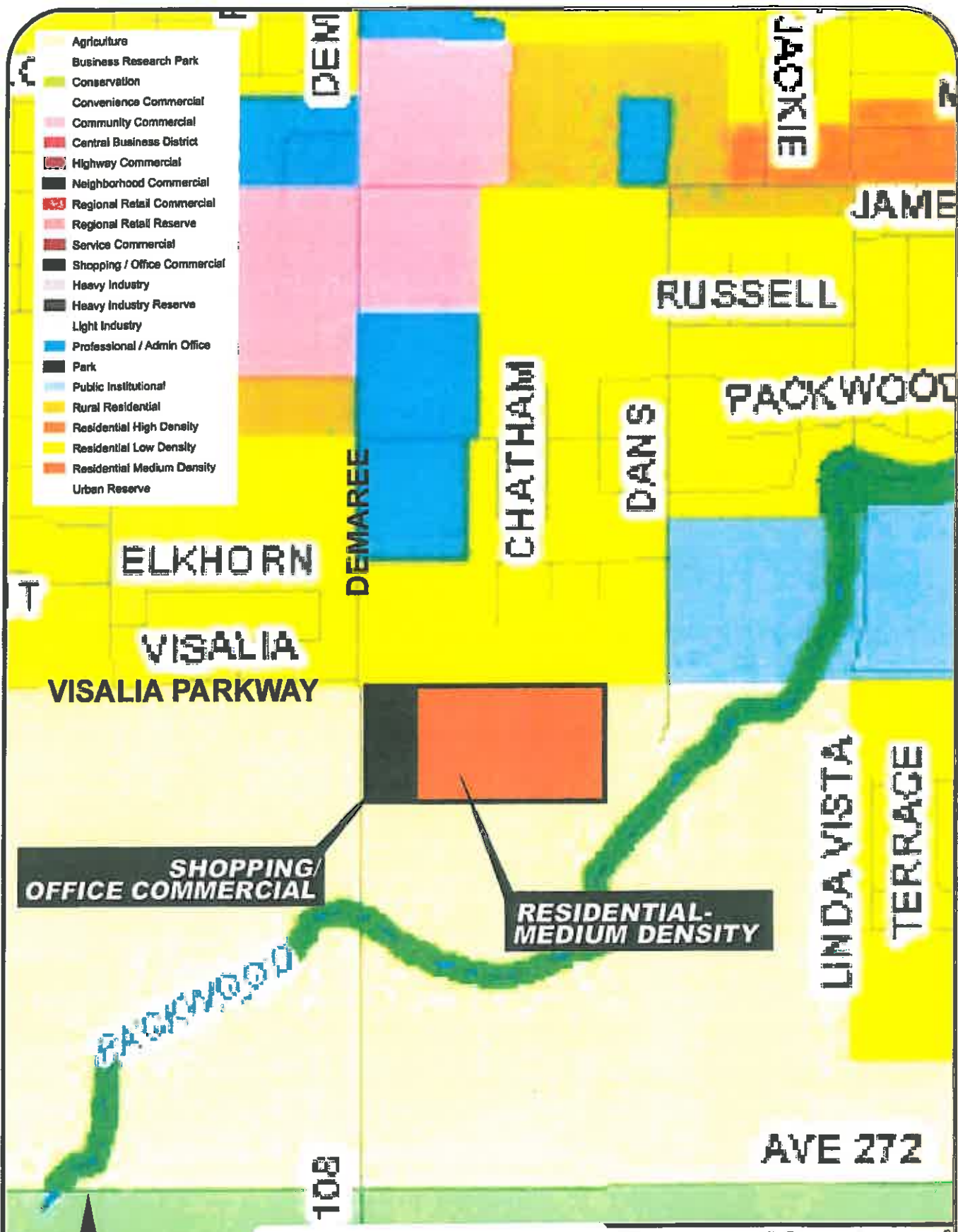
Objective 4.1.D – Provide new residential areas that offer a variety of housing densities, types, sizes, costs, and locations to meet projected demand throughout the community.

The requested GPA and zone change, along with future site development permit/conditional use permits and tract maps will result in the ability to provide a residential small lot development that is currently not available in this area of Visalia. This type of housing will provide additional housing opportunities for first time homebuyers (smaller homes on smaller lots will cost less and be appealing to entry-level buyers), as well as those individuals who wish to eliminate the indoor and outdoor maintenance that a small home and lot provide. Both the single family residential neighborhood and the senior housing complex are proposed at this time to be gated.

Objective 6.1.B – Minimize urban sprawl and leap frog development by encouraging compact, concentric, and contiguous growth.

As noted above, the subject property is already within the City limits of Visalia. As such, it is reasonable to full-fill the City's "Urban Reserve" intention by allowing development to "in-fill" the site. Not designating the property for development at this time creates added pressure to develop properties that might be outside the City Limits. The proposed development is similar in nature to surrounding land uses—being primarily residential with supporting commercial – and does not introduce a new or conflicting land use /zoning to the area. In-filling available land within the City limits furthers the achievement of compact, concentric, and contiguous growth.

- Agriculture
- Business Research Park
- Conservation
- Convenience Commercial
- Community Commercial
- Central Business District
- Highway Commercial
- Neighborhood Commercial
- Regional Retail Commercial
- Regional Retail Reserve
- Service Commercial
- Shopping / Office Commercial
- Heavy Industry
- Heavy Industry Reserve
- Light Industry
- Professional / Admin Office
- Park
- Public Institutional
- Rural Residential
- Residential High Density
- Residential Low Density
- Residential Medium Density
- Urban Reserve



SHOPPING / OFFICE COMMERCIAL

RESIDENTIAL-MEDIUM DENSITY

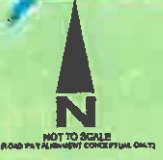


EXHIBIT F

Proposed Land Use Map

Rawl Homeas Council Plan Amendment

11-1250

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

**NOTICE OF A PROPOSED
MITIGATED NEGATIVE DECLARATION**

Project Title: General Plan Amendment No. 2011-03 and Change of Zone No. 2011-04

Project Description:

General Plan Amendment No. 2011-03 is a request to expand the 129,000 Population Urban Development Boundary by 19.3 acres to include the subject site, and to change the General Plan land use designation from 19.3 acres of Urban Reserve to 3.3 acres of Shopping/Office Commercial and 16.0 acres of Residential Medium Density.

Change of Zone No. 2011-04 is a request to change the Zoning designation from 19.3 acres of Agriculture (A) to 3.3 acres of Planned Shopping / Office Commercial (P-C-SO) and 16.0 acres of Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit (R-M-2).

This environmental document is also intended to address environmental impacts associated with:

- Development of a horizontally integrated mixed use project on the site. Future entitlements to be secured for the project that include one or more Conditional Use Permits, Tentative Parcel Map, Tentative Subdivision Map, and building permits. The components of the developed project would likely include:
 - 3.3 gross acre commercial center consisting of a gas fuelling facility with six pumps, +/- 3,040 square foot convenience store, automated carwash with 990 square foot enclosure, +/- 19,500 square feet of retail/office space, and associated parking and improvements;
 - 3.5 gross acre gated senior living community consisting of 48 dwelling units for independent living and a +/- 2,850 square foot club house, and associated parking and improvements;
 - 12.5 gross acre gated small-lot single-family subdivision consisting of 81 detached dwelling units, privately-maintained streets, and associated improvements.
- Acquisition and development of rights-of-way for Demaree St. and Visalia Pkwy. adjacent to the subject area.

The project is a request by Ravi Homes LLC, applicant/owner (Charles Clouse, agent).

Project Location: The project is located on the southeast corner of Demaree Street and Visalia Parkway, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 126-011-020)

Contact Person: Brandon Smith, AICP, Senior Planner Phone: (559) 713-4636

Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on June 24, 2013, at 7:00 p.m. in the City Hall Council Chambers located at 707 W. Acequia Avenue, Visalia, California.

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

Reasons for Mitigated Negative Declaration: Initial Study No. 2013-10 has identified certain significant, adverse environmental impact(s) that may occur because of the project, though with mitigation these impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 E. Acequia Ave., Visalia, CA.

Comments on this proposed Mitigated Negative Declaration will be accepted from May 30, 2013 to June 19, 2013.

Date: May 29, 2013

Signed: 

Paul Scheibel, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

Project Title: General Plan Amendment No. 2011-03 and Change of Zone No. 2011-04

Project Description:

General Plan Amendment No. 2011-03 is a request to expand the 129,000 Population Urban Development Boundary by 19.3 acres to include the subject site, and to change the General Plan land use designation from 19.3 acres of Urban Reserve to 3.3 acres of Shopping/Office Commercial and 16.0 acres of Residential Medium Density.

Change of Zone No. 2011-04 is a request to change the Zoning designation from 19.3 acres of Agriculture (A) to 3.3 acres of Planned Shopping / Office Commercial (P-C-SO) and 16.0 acres of Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit (R-M-2).

This environmental document is also intended to address environmental impacts associated with:

- Development of a horizontally integrated mixed use project on the site. Future entitlements to be secured for the project include one or more conditional use permits, tentative parcel map, tentative subdivision map, and building permits. The components of the project include:
 - 3.3 gross acre commercial center consisting of a gas fuelling facility with six pumps, +/- 3,040 square foot convenience store, automated carwash with 990 square foot enclosure, +/- 19,500 square feet of retail/office space, and associated parking and improvements;
 - 3.5 gross acre gated senior living community consisting of 48 dwelling units for independent living and a +/- 2,850 square foot club house, and associated parking and improvements;
 - 12.5 gross acre gated small-lot single-family subdivision consisting of 81 detached dwelling units, privately-maintained streets, and associated improvements.
- Acquisition and development of rights-of-way for Demaree St. and Visalia Pkwy. adjacent to the subject area.

The project is a request by Ravi Homes LLC, applicant/owner (Charles Clouse, agent).

Project Location: The project is located on the southeast corner of Demaree Street and Visalia Parkway, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 126-011-020)

Project Facts: Refer to Initial Study for project facts, plans and policies, discussion of environmental effects and mitigation measures, and determination of significant effect.

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	(X)
Mitigation Measures	(X)
Letters	()

DECLARATION OF NO SIGNIFICANT EFFECT:

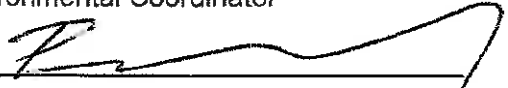
This project will not have a significant effect on the environment for the following reasons:

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

- (b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- (c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

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

APPROVED
Paul Scheibel, AICP
Environmental Coordinator

By: 

Date Approved: May 29, 2012

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Description of the Project:

General Plan Amendment No. 2011-03 is a request to expand the 129,000 Population Urban Development Boundary by 19.3 acres to include the subject site, and to change the General Plan land use designation from 19.3 acres of Urban Reserve to 3.3 acres of Shopping/Office Commercial and 16.0 acres of Residential Medium Density. **Change of Zone No. 2011-04** is a request to change the Zoning designation from 19.3 acres of Agriculture (A) to 3.3 acres of Planned Shopping / Office Commercial (P-C-SO) and 16.0 acres of Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit (R-M-2).

This environmental document is also intended to address environmental impacts associated with:

- Development of a horizontally integrated mixed use project on the site. Future entitlements to be secured for the project include one or more conditional use permits, tentative parcel map, tentative subdivision map, and building permits. The components of the project include:
 - 3.3 gross acre commercial center consisting of a gas fuelling facility with six pumps, +/- 3,040 square foot convenience store, automated carwash with 990 square foot enclosure, +/- 19,500 square feet of retail/office space, and associated parking and improvements;
 - 3.5 gross acre gated senior living community consisting of 48 dwelling units for independent living and a +/- 2,850 square foot club house, and associated parking and improvements;
 - 12.5 gross acre gated small-lot single-family subdivision consisting of 81 detached dwelling units, privately-maintained streets, and associated improvements.
- Acquisition and development of rights-of-way for Demaree St. and Visalia Pkwy. adjacent to the subject area.

The project is a request by Ravi Homes LLC, applicant/owner (Charles Clouse, agent).

The project is located on the southeast corner of Demaree Street and Visalia Parkway, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 126-011-020)

B. Identification of the Environmental Setting:

The project is located on the southeast corner of two arterial roadways. The east and south boundaries of the site is defined by a property line and not by a natural or manmade feature. Visalia Parkway, a two-lane arterial status road, defines the north side of the site. Visalia Parkway is planned as a four-lane arterial road though only two through lanes are currently constructed. Future buildout of the subject site would include full improvement of the street to four lanes along the subject site frontage. Demaree Street, a two-lane arterial status road, defines the west side of the site. Demaree Street is currently being widened between the cities of Visalia and Tulare from two lanes to its planned buildout width of four lanes with an estimated completion date of 2013. The site currently is and has been fallow vacant land for at least ten years.

The surrounding zoning and land uses are as follows:

North:	Visalia Parkway; R-1-6 (Single-Family Residential) zone / Vacant land with approved Los Pinos tentative subdivision map for single-family residences
South:	County AE-20 (Agricultural Exclusive) zone / Vacant land
East:	County PD-R-A-43 (Rural Residential) zone / Rural residences on one-acre lots
West:	Demaree Street; County AE-20 (Agricultural Exclusive) zone / Plowed vacant land, rural residence

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

C. Plans and Policies: The 19.3-acre project site currently has a Land Use Designation of Urban Reserve and a Zoning Designation of A (Agriculture), which are the default designations for land that is within the City's adopted Urban Growth Boundary (UGB) but outside of the Urban Development Boundary (UGB) utilized by the City (currently the 2010 UGB). City of Visalia Land Use Element Policy No. 5.6.17 states that the Urban Reserve designation is maintained for these areas outside the 2010 or 129,000 Population UGB in order to retain flexibility in future land use planning. The proposed General Plan Amendment proposed to expand the UGB to include the subject site.

The site's proposed Land Use Designations are Commercial Shopping Office and Residential Medium Density, and the proposed Zoning Designations are P-C-SO (Planning Shopping Office Commercial) and R-M-2 (Multi-family Residential, 3,000 sq. ft. minimum site area per dwelling unit). The P-C-SO zoning allows as a by-right use a commercial / retail center as shown in the concept plan submitted with the project's application. The gas station, convenience store, car wash, and senior housing shown in the concept plan are allowed subject to the approval of a conditional use permit and tentative subdivision map. The single-family housing shown in the concept plan is allowed subject to the approval of a tentative subdivision map.

City of Visalia Land Use Element Policy No. 3.5.7 states the following in regards to the proposed Shopping/Office Commercial Land Use Designation:

Shopping/Office Centers for a range of neighborhood and community-level commercial and office uses. Consists of areas previously designated for local retail (C-2.5), neighborhood, community and regional commercial uses. Generally characterized as strip or linear in nature and serving a non-regional market area.

City of Visalia Zoning Ordinance, Section 17.18.010(B)(3), states the following in regards to the proposed Zoning Designation:

The purpose of the Planned Shopping/Office Zone district is to provide areas for a wide range of neighborhood and community level retail commercial and office uses. This district is intended to provide for the transition from service and heavy commercial uses where they exist in this district to retail and office and to provide areas for neighborhood goods and services where shopping centers may not be available.

City of Visalia Land Use Element Policy No. 4.1.19 states the following in regards to the proposed Residential Medium Density Land Use Designation:

Promote Medium Density Residential development (up to 33 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at local/collector and/or collector/collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections may also be considered. All proposals in excess of 11 units shall require a conditional use permit. Medium density developments may be permitted on corner lots in single family zones where they can be provided in conformance with Policy 4.1.20. Medium density residential developments may also be used in infill areas where they can be made to be consistent with adjacent properties through the conditional use permit process and contract zoning.

City of Visalia Zoning Ordinance, Section 17.16.010, states the following in regards to the proposed Zoning Designation:

In the P(R-M) multi-family residential zone, the purpose and intent is to provide living areas within the two multi-family residential zones (one medium density and one high density) with housing facilities where development is permitted with a relatively high concentration of dwelling units, and still preserve the desirable characteristics and amenities of a low density atmosphere.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts after mitigation have been identified for this project. The City of Visalia Land Use Element and Zoning Ordinance contain land use mitigation measures that are designed to reduce/eliminate impacts to a level of non-significance. Additionally, the project design and conditions include mitigation measures that will reduce potentially significant impacts to a level that is less than significant.

III. MITIGATION MEASURES

The following mitigation measures will reduce environmental impacts related to **Noise** to a less than significant impact:

- **Noise** – An Acoustical Analysis prepared for the proposed project (ref.: Acoustical Analysis for Proposed Ravi Mixed-Use Development, Demaree Street & Visalia Parkway, Visalia, California. June 25, 2012, Brown-Buntin Associates, Inc.) has concluded that noise levels in excess of the City's daytime and nighttime standards, specified in the City's Noise Element, will occur with the daily operations associated with the proposed car wash. To ensure that community noise standards are met for noise-sensitive land uses adjacent to the site, the Noise Study identifies three Mitigation Measures that shall be followed and included in the final project design.

Therefore, to ensure that community noise standards are met for the proposed project, the project site shall be developed and shall operate in substantial compliance with the Noise Mitigation Measures 1.1 through 1.3 contained in the "Conclusions and Recommendations" section (pages 8 and 9) of the above-referenced Acoustical Analysis. These mitigation measures are included as an attachment to the Mitigated Negative Declaration.

The City of Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance.

City Council Resolution 91-105 adopted and certified the Visalia Land Use Element Update EIR and contained mitigation measures to eliminate or substantially lessen the impacts of growth in the community. Those mitigation measures are included herein by reference. In addition, the Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance. The City's impact fee programs for public safety, public services, groundwater preservation, stormwater management, and others, adequately mitigate public service and infrastructure impacts of the proposed project.

IV. MITIGATION MONITORING PROGRAM

<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
Noise Mitigation Measure 1.1: The car wash hours of operation shall be limited to the daytime hours as defined by the City's Noise Ordinance, from 6:00 a.m. to 7:00 p.m.	Project Applicant	Mitigation shall be enforced and carried out during the operation of the project's proposed car wash.
Noise Mitigation Measure 1.2: A concrete block wall that is 6 feet in height shall be constructed between the commercial and residential portions of the project site. The wall height shall be increased to 10 feet from a point 50 feet north of the closest residential building southward for a distance of 200 feet and shall extend southward without gaps or openings to the pedestrian access opening shown on the project site plan. Approval of a Variance application shall be obtained for the portion of wall in excess of the City's 7-foot height regulation.	Project Applicant	Mitigation shall be enforced and carried out as part of the commercial component's design and construction. The wall at its ultimate height shall be constructed prior to both the operation of the car wash and occupancy of the residences east of the car wash.

Noise Mitigation Measure 1.3: Air conditioning or mechanical ventilation shall be required for the first row of residential buildings facing Visalia Parkway so that windows and doors could remain closed for noise insulation purposes.	Project Applicant	Mitigation shall be enforced and carried out as part of the design and construction of the residential component of the project.
--	-------------------	--

V. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS


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

VI. SUPPORTING DOCUMENTATION

The following documents are hereby incorporated into this Negative Declaration and Initial Study by reference. These documents, along with copies of the initial study and materials relating to the proposed project may be examined by interested parties at the Planning Division in City Hall East, at 315 E. Acequia Ave., Visalia, California, 93291.

- City of Visalia General Plan Land Use Element. City of Visalia. September 1991, revised June 1996.
- City of Visalia General Plan Land Use Element Final Environmental Impact Report (SCH EIR No. 90020160). City of Visalia, September 3, 1991.
- Visalia City Council Resolution 91-105 (Certifying the EIR for the City of Visalia General Plan Land Use Element Update), passed and adopted September 3, 1991.
- City of Visalia General Plan Circulation Element. City of Visalia. April 2001.
- City of Visalia General Plan Circulation Element Final Environmental Impact Report (SCH EIR No. 95032056). VRPA Technologies, February 26, 2001.
- Visalia City Council Resolution 2001-19 (Certifying the EIR for the City of Visalia General Plan Circulation Element Update), passed and adopted April 2, 2001.
- City of Visalia General Plan Conservation, Open Space, Recreation & Parks Element. City of Visalia. June 1989.
- Visalia Municipal Code, Title 17 (Zoning Ordinance)
- California Environmental Quality Act Guidelines
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Acoustical Analysis for Proposed Ravi Mixed-Use Development, Demaree Street & Visalia Parkway, Visalia, California. June 25, 2012, Brown-Buntin Associates, Inc.
- Draft Report, Transportation Impact Analysis for the Ravi Homes Mixed-Use Development at the Southeast Corner of Demaree Street and Visalia Parkway in the City of Visalia. October 5, 2012, TKJM Transportation Consultants.
- Letter of correspondence from David Deel, Department of Transportation (CalTrans), District 6. January 28, 2013.
- Air Quality Technical Study for Ravi Homes, LLC, Applicant for Visalia Parkway / Demaree Mixed Use Project. August 2012, TPG Consulting.

VII. NAME OF PERSON WHO PREPARED INITIAL STUDY


Brandon Smith, AICP
Senior Planner


Paul Scheibel, AICP
Environmental Coordinator

INITIAL STUDY ENVIRONMENTAL CHECKLIST

Name of Proposal	General Plan Amendment No. 2011-03, Change of Zone No. 2011-04		
NAME OF PROPONENT:	Ravi Homes LLC	NAME OF AGENT:	Charles Clouse / C2 Cconsult Corp.
Address of Proponent:	6706 N. Chestnut Ave. Fresno, CA 93710	Address of Agent:	222 N. Garden Street, Suite 100 Visalia, CA 93291
Telephone Number:	(559) 436-4500; (559) 917-2951	Telephone Number:	(720) 502-7236
Date of Review	May 29, 2013	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

Would the project:

- 2 a) Have a substantial adverse effect on a scenic vista?
- 1 b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- 2 c) Substantially degrade the existing visual character or quality of the site and its surroundings?
- 2 d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

II. AGRICULTURAL RESOURCES

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

- 2 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
- 1 b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 1 c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- 1 d) Result in the loss of forest land or conversion of forest land to non-forest use?
- 2 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

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

- 2 a) Conflict with or obstruct implementation of the applicable air quality plan?
- 2 b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- 2 c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- 2 d) Expose sensitive receptors to substantial pollutant concentrations?
- 2 e) Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

- 1 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?
- 1 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?
- 1 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?
- 1 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- 1 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

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

- 1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 85962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

- 1 f) 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?

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

- 1 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?

IX. HYDROLOGY AND WATER QUALITY

Would the project:

- 2 a) Violate any water quality standards of waste discharge requirements?

- 2 b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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)?

- 1 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?

- 2 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?

- 2 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?

- 1 f) Otherwise substantially degrade water quality?

- 1 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?

- 1 h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- 1 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?

- 1 j) Inundation by seiche, tsunami, or mudflow?

V. CULTURAL RESOURCES

Would the project:

- 1 a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 15064.5?

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

- 1 c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?

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

VI. GEOLOGY AND SOILS

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 1 i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

- 1 ii) Strong seismic ground shaking?

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

- 1 iv) Landslides?

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

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

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

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

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

X. LAND USE AND PLANNING

Would the project:

- 1 a) Physically divide an established community?
- 1 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?
- 1 c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

XI. MINERAL RESOURCES

Would the project:

- 1 a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 1 b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

XII. NOISE

Would the project:

- 3 a) Cause 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?
- 2 b) Cause exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- 2 c) Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- 2 d) Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- 1 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?

XIII. POPULATION AND HOUSING

Would the project:

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

XIV. PUBLIC SERVICES

Would the project:

- 1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically

altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- 1 i) Fire protection?
- 1 ii) Police protection?
- 1 iii) Schools?
- 1 iv) Parks?
- 1 v) Other public facilities?

XV. RECREATION

Would the project:

- 1 a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- 1 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVI. TRANSPORTATION / TRAFFIC

Would the project:

- 2 a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- 2 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?
- 1 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?
- 1 d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 1 e) Result in inadequate emergency access?
- 1 f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

- 1 a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- 2 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?
- 2 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?
- 1 d) Have sufficient water supplies available to service the project from existing entitlements and resources, or are new or expanded entitlements needed?

- 1 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?
- 1 f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- 1 g) Comply with federal, state, and local statutes and regulations related to solid waste?

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- 2 a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- 2 b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- 2 c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: Authority cited: Sections 21083 and 21093.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

- a. The project's adherence to design district standards will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista on certain clear days. The proposed project is new office/commercial and residential construction subject to the City's Design District "K" standards. The proposed design features of the project, including setbacks, building height, and landscaping, will be consistent with City standards and with the features of surrounding properties, which will maintain an unbroken view of the Sierra Nevada mountain range.
- b. There are no scenic resources on the site.
- c. The proposed project allows for new office/commercial and residential construction subject to the City's Design District "K" standards. The proposed design features of the project, including setbacks, building height, and landscaping, will be consistent with City standards and with the features of surrounding properties and with General Plan policies. The Design District standards and other Zoning Ordinance standards related to landscaping and other amenities will ensure that the visual character of the area is enhanced and not degraded. Thus, the project would not substantially degrade the existing visual character of the site and its surroundings.
- d. The project will introduce new light and glare to the project site which involves parking lot security and site lighting that is typical of urban development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties. Enforcement of the City's development standards will reduce any potential impacts to a level that is less than significant.

II. AGRICULTURAL RESOURCES

- a. The project site is composed of soils that are generally considered to be Class I Prime Soils. The EIR prepared for the Land Use Element Update projected that approximately 13,000 acres of agricultural land would be lost to urban development over the 30-year life of the Plan. The project site, which the Land Use Element has designated as Urban Reserve, was considered as part of the 13,000 acres of land to be lost to urban development.

This EIR recognized that the impact was significant and a Statement of Overriding Considerations was adopted by the City Council of the City of Visalia along with mitigation measures for the loss of prime farmland. No further mitigation is required beyond what was adopted with the EIR for the Land Use Element Update.

- b. The project site is currently zoned Agriculture, however the project proposes to change the site's zoning designation from Agriculture to Shopping/Office Commercial and Medium-Density Residential. The Agricultural zoning was originally established on the project site when it was annexed in to the Visalia City limits because the site was located outside of the current

Urban Development Boundary at the time of annexation and was further deed-restricted for agricultural, open space and open space recreational use. The site was annexed into the City limits with the intended use as a golf driving range and not as agriculture. The project also proposed to amend the current Urban Development Boundary so that it includes the project site.

The project will not conflict with planned agriculture uses or zoning for the site being that urban development was planned for development on the site within the 30-year timeframe of the Land Use Element Update. Furthermore, approval of the project would not result in a conflict with the existing zoning since the existing zoning will change under the project description.

There are no known Williamson Act contracts on any properties within the project area.

- c. There is no forest or timber land currently located on the site.
- d. There is no forest or timber land currently located on the site.
- e. The project will not involve any changes that would promote or result in the conversion of other nearby farmlands to non-agriculture use. Properties outside of the project area to the west, south, and east are currently and will remain outside of the City limits and outside of the current Urban Development Boundary.

III. AIR QUALITY

- a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact. The short-term construction impact of the proposed project's construction emissions are considered less than significant by the SJVAPCD based on compliance with the District's mandatory dust control measures. Development of the project will be subject to the SJVAPCD's Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

There is no evidence that the project will conflict with or obstruct implementation of any applicable components of the State Implementation Plan to meet Federal and State air quality standards or conflict with Air District or County air quality plans.

- b. The project will result in short-term air quality impacts related to dust generation and exhaust due to construction and grading activities.

An Air Quality Technical Study was prepared for the project by TPG Consulting in August 2012, and later revised in October 2012. The study measured the estimated quantity of the constructions, area source, and

operational emissions for the proposed project using the URBEMIS2007 emissions model.

The output of the model reveals that annual project construction emissions for ROG, NOx, PM-10, and PM-2.5 will range between 0.06 and 2.46 tons/year, which are significantly below the SJVAPCD significance thresholds of 10 tons/year for ROG and NOx and 15 tons/year for PM-10 and PM-2.5.

Regarding project area plus operational emissions, the model reveals that emissions for ROG and NOx will be 6.88 and 8.90 tons/year respectively, below the SJVAPCD significance threshold of 10 tons/year for ROG and NOx. The emissions for PM-10 and PM-2.5 will be 5.45 and 1.63 tons/year, significantly below the SJVAPCD significance threshold of 15 tons/year for PM-10 and PM-2.5.

As illustrated, the emissions resulting from the project are below the applicable SJVAPCD thresholds of significance, therefore impacts are considered less than significant.

- c. The San Joaquin Valley is a region that is already at non-attainment for air quality. The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations, as well as City of Visalia General Plan development policies, will reduce potential impacts associated with air quality standard violations to a less than significant level.

Among the policies and procedures required to mitigate air quality impacts is compliance with the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

- d. The Air Quality Technical Study prepared for the project has evaluated carbon monoxide and toxic air contaminants (TAC) to determine if they will have an impact on the project area.

The Study concludes that the project will not exceed the carbon monoxide of 20 ppm/hour or 9 ppm/ 8 hour established by the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI 2002). This is based on the project meeting criteria related to the project's traffic study revealing that the project will not cause the Level Of Service of any study street or intersection to be reduced to LOS E or F or substantially worsen an existing LOS of F after the implementation of mitigation measures outlined in the traffic study.

In addition, the Study concludes that the project will comply with applicable laws with respect to the generation of toxic air contaminants and therefore the project's potential to expose sensitive receptors to substantial pollutant concentrations is less than significant. The project will include a gas station which is a possible source of TACs, however the use is required to obtain permits from the SJVAPCD that are subject to detailed health risk assessments which mitigates the potential impact of exposing sensitive receptors. A model in the Study that calculated cancer risk associated from travelling and idling truck traffic determined that the cancer

risk was less than the SJVAPCD threshold of 10 in a million.

Thus, the project's potential to expose sensitive receptors to substantial pollutant concentrations is less than significant.

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

IV. BIOLOGICAL RESOURCES

- a. The project site has been vacant for over ten years and has not been cultivated during this time. The site is located on the southeast corner of two improved arterial roadways. The site is bound by vacant land to the south and single-family residences to the east. The site is bound on the west by Demaree Street, and beyond that vacant land with an existing single-family residence. The site is bound on the north by Visalia Parkway, and beyond that vacant land with an existing single-family residence.

City-wide biological resources were evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. In addition, staff had conducted an on-site visit to the site in April 2013 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

In conclusion, the site has no known 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. The project would therefore not have a substantial adverse effect on a sensitive, candidate, or special species.

- b. The project is not located within or adjacent to an identified sensitive riparian habitat or other natural community.
- c. The project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act.
- d. This development would not act as a barrier to animal movement. This site was evaluated in the General Plan EIR for the City of Visalia Land Use Element Update for conversion to urban use.
- e. The City has a municipal ordinance in place to protect oak trees. Any oak trees existing on the project site will be under the jurisdiction of this ordinance. Any oak trees to be removed from the site are subject to the jurisdiction of the municipal ordinance. The project has not however identified any existing oak trees on the site.
- f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

- b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- c. There are no known unique paleontological resources or geologic features located within the project area.
- d. There are no known human remains buried in the project vicinity. If human remains are unearthed during development all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations.

VI. GEOLOGY AND SOILS

- a. The State Geologist has not issued an Alquist-Priolo Earthquake Fault Map for Tulare County. The project area is not located on or near any known earthquake fault lines. Therefore, the project will not expose people or structures to potential substantial adverse impacts involving earthquakes.
- b. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.
- c. The project area is relatively flat and the underlying soil is not known to be unstable. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area generally have low expansion characteristics.
- d. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, which is defined as very low potential expansion.
- e. The project does not involve the use of septic tanks or alternative waste water disposal systems since sanitary sewer lines are used for the disposal of waste water at this location.

VII. GREENHOUSE GAS EMISSIONS

- a. The project is expected to generate GreenHouse Gas (GHG) emissions in the short-term as a result of construction emissions and in the long-term as a result of vehicular traffic generated by the project, operational activities, and natural gas combustion. Indirect emissions will be associated with purchased electricity, energy requirements related to water usage, and fugitive emissions of solid waste disposal.

An Air Quality Technical Study was prepared for the project by TPG Consulting in August 2012, and later revised in October 2012.

The project will result in the generation of GreenHouse Gas emissions that will result in an incremental impact on the environment. The impact is considered marginal based on ongoing Federal and State-wide efforts to minimize emissions and the project-specific regulations discussed below.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has released a document entitled *Guidance for Valley Land-use Agencies in Addressing GHG*

Emission Impacts for New Projects under CEQA, which provides draft guidance for the determination of significant effects.

GreenHouse Gas emissions associated with new projects are found to have a cumulative effect rather than a direct impact on climate change. Because climate change is a global phenomenon, a direct impact cannot be associated for an individual land development project.

The California Global Warming Solutions Act of 2006, also known as Assembly Bill 32 or AB 32, required that the California Air Resources Board (CARB) design and implement emission limits, regulations, and other measures designed to reduce GHG to 1990 levels by 2020 representing a 29% reduction. Following this reduction target set in CARB's AB 32 Scoping Plan, the District evaluates GHG emission significance and finds that a project can avoid a significant impact by either:

- Using any combination of District approved GHG emission reduction measures to meet Best Performance Standards,
- Complying with an approved GHG plan or mitigation program, or
- Reducing GHG emissions by 29% from Business-As-Usual levels.

The proposed project will utilize a combination of District approved measures and existing State, Regional, and City regulations that will reduce the significance of the impact of GHG emissions.

The following regulations already in effect will assist in reducing the cumulative impact associated with GHG emissions:

- Compliance with the California Building Code of 2010 including Title 24 requirements,
- Compliance with the CalGreen Building Standards Code,
- Compliance with the City of Visalia's water efficient landscape standards,
- Applicability of the SJVAPCD's Indirect Source Rule 9510 to the project,
- Compliance with the City of Visalia Development Standards (Chapter 17.30 of the Municipal Code), which requires the placement of parking lot shade trees and street trees along public streets;
- Incorporating a horizontal mixed use design which reduces the total number of vehicle miles travelled (VMT) associated with the land uses.

The project will also be in compliance with certain measures approved by the SJVAPCD that are designated as an effective means of reducing the project's GHG emissions to meet Best Performance Standards. Per the SJVAPCD, the incorporation of one or more measures deemed as Best Performance Standards into a project reduces direct and cumulative greenhouse gas emissions to a less than significant level.

The specific reduction measures to be incorporated into the future development will be determined and analyzed at

the time when a land use entitlement that includes a site / development plan is filed for that specific land use. Additional land use entitlements will be required for the residential subdivision, senior living community, and gas station / convenience store / car wash.

The following SJVAPCD-approved measures are presently incorporated into the site's environs:

- Proximity of suburban mixed uses (residential development, retail development, park and open space) within ¼ mile.

One or more of the following SJVAPCD-approved Best Performance Standard measures may be incorporated into the project, as documented in the project's Air Quality Technical Study:

- An on-site pedestrian access network that internally links all uses and connects to existing and planned streets;
 - Minimization of pedestrian barriers which impede pedestrian and bicycle access and inter-connectivity;
 - The project will be entering into a shared parking agreement thereby reducing the amount of land dedicated to parking lot surfaces;
 - Incorporation of pedestrian/bicycle safety and traffic calming measures in excess of city standards;
 - Providing of onsite renewable energy system;
 - Solar orientation is maximized by orienting 75 or more percent of homes and/or buildings to face wither north or south;
 - Providing of shade and/or light-colored materials on at least 30% of the site's non-roof impervious surfaces including parking lots;
 - Incorporating appropriate passive solar design and solar heaters;
 - Limit idling time for commercial vehicles, including delivery and construction vehicles;
 - Install solar, wind, and/or geothermal power systems and solar hot water heaters;
 - Install Photovoltaic roofing tiles for solar power;
 - Install Energy Star labeled roof materials;
 - Commitment to exceed Title 24 requirements by 20%.
- b. The State of California has enacted the Global Warming Solutions Act of 2006 under Assembly Bill 32 (AB 32), which included provisions for reducing the GHG emission levels to 1990 "baseline" levels by 2020.

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

- a. No hazardous materials are anticipated with the project.
- b. Construction activities associated with development of the project may include maintenance of on-site construction equipment which could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.
- c. There is a school site located one-quarter mile from the project site. However, there is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites or areas within one-quarter mile of school sites.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The City's adopted Airport Master Plan shows the project area is located outside of all Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.
The project area is not located within 2 miles of a public airport.
- f. The project area is not within the vicinity of any private airstrip.
- g. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.
- h. There are no wild lands within or near the project area.

IX. HYDROLOGY AND WATER QUALITY

- a. The project will not violate any water quality standards of waste discharge requirements. The project would allow for new office/commercial and residential construction which will meet the City's improvement standards for directing storm water runoff to the existing City storm water drainage system, consistent with the City's adopted City Storm Drain Master Plan.
- b. The project will not substantially deplete groundwater supplies in the project vicinity. The project site will be served by a water lateral for domestic, irrigation, and fire protection use.
- c. The project will not result in substantial erosion on- or off-site.
- d. The project will not substantially alter the existing drainage pattern of the site or area, alter 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.
- e. The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The project would allow for new office/commercial and residential construction which will meet the City's improvement standards for directing storm water runoff to the existing City storm water drainage system, consistent with the City's adopted City Storm

Drain Master Plan.

- f. There are no reasonably foreseeable reasons why the project would result in the degradation of water quality.
- g. The project area is located within Zones X and X02, which indicates an area that is not within flood hazard area.
- h. The project area is located within Zones X and X02, which indicates an area that is not within a flood hazard area.
- i. The project would not expose people or structures to risks from failure of levee or dam.
- j. Seiche and tsunami impacts do not occur in the Visalia area. The site is relatively flat, which will contribute to the lack of impacts by mudflow occurrence.

X. LAND USE AND PLANNING

- a. The project will not physically divide an established community.
- b. According to the Land Use map of the Visalia General Plan, the project site is outside of the current 129,000 Population Urban Development Boundary (UDB) that runs along the north side of the site. The project includes a General Plan Amendment that will amend the 129,000 UDB to include the project site. Findings would have to be made by the Visalia City Council in support of the General Plan Amendment for the UDB amendment to be approved, particularly with respect to Land Use Element Policy 6.2.3 which discusses factors for establishing and adjusting the UDBs.

Notwithstanding the site being outside of the current UDB, the General Plan designates the project site as "Urban Reserve" for future urban development. Sites designated as "Urban Reserve" have been previously evaluated in the Visalia Land Use Element Update EIR for conversion to urban use.

The project site is currently designated for Agriculture zoning according to the Zoning map of the City of Visalia, and designated for Urban Reserve according to the General Plan Land Use map of the City of Visalia. The project entails changing the designations toward Shopping/Office Commercial and Medium Density Residential, which require a General Plan Amendment and Change of Zone. Comprehensive planning and establishment of land uses within areas designated as "Urban Reserve" has not yet occurred since the City has not yet expanded the 165,000 Population UDB (Urban Growth Boundary) to include these areas. Thus, conflicts with the intent and standards of the Zoning Ordinance or the policies of the Land Use Element of the General Plan cannot be determined against other properties currently designated as "Urban Reserve".

The project's request to change the land use and zoning designations does not conflict with the intent and standards of the Zoning Ordinance or the policies of the Land Use Element of the General Plan. Changes to noise, traffic, and light in association with this project are addressed elsewhere in the initial study.

- c. The project does not conflict with any applicable conservation plan.

XI. MINERAL RESOURCES

- a. No mineral areas of regional or statewide importance exist within the Visalia area.
- b. There are no mineral resource recovery sites delineated in the Visalia area.

XII. NOISE

- a. The project will result in noise generation typical of urban development but not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance, with the exception of the car wash as described further below. Traffic and related noise impacts from the proposed project will occur along Demaree Street and Visalia Parkway, existing improved arterial roadways which run along the frontages of the site. The City's standards for setbacks and/or construction of walls along major streets will reduce noise levels to a level that is less than significant. Noise levels will also increase temporarily during the construction of the project but shall remain within the noise limits and restricted to the allowed hours of construction defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.

A noise analysis was prepared for the project, including the proposed car wash facility and its impact on the closest proposed residential uses located immediately to the east of the car wash. The noise analysis concludes that traffic noise exposure will not exceed the city's 65 decibel (dB) Day-Night Average Level (DNL) exterior noise level standard and 45 dB DNL interior noise level standard. The car wash would exceed the City of Visalia Community Noise Standards in the daytime and nighttime without noise-mitigating features incorporated into the project.

The proposed car wash will need to include noise-mitigating measures in order to reduce its noise levels to meet the City's Community Noise Standards for noise sensitive land uses (residences located to the east of the project.) The mitigating features are further described in the Mitigation Measures section of the Initial Study and would be required in association with the development of the proposed car wash. With incorporation of the mitigation measures into the final project design, the project will comply with the City's noise level requirements.

- b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the project. Construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus the impacts will be less than significant. There are no existing uses near the project area that create ground-borne vibration or ground-borne noise levels.
- c. Ambient noise levels will increase beyond current levels as a result of the project, however these levels will be typical of noise levels associated with urban development and not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The City's standards for setbacks and/or construction of walls along major streets and adjacent to residential uses reduce noise levels to a level that is less than significant. Noise associated with the establishment of new urban uses was

previously evaluated with the General Plan for the conversion of land to urban uses.

- d. Noise levels will increase during the construction of the project but shall remain within the limits defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.
- e. The project area is not within 2 miles of a public airport. The project will not expose people residing or working in the project area to excessive noise levels.
- f. There is no private airstrip near the project area.

XIII. POPULATION AND HOUSING

- a. Development of the site will result in increased housing in the area. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for urban use. The site is designated and zoned for urban uses and is adjacent to existing development on the north and east. Associated impacts would be considered less than significant.
- b. Development of the site will not result in the displacement of any structures as there are no structures on the site.
- c. Development of the site will not displace any people on the site as there are no structures on the site.

XIV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at the Visalia Fire Department Station 52 located approximately 1.5 miles northeast of the site and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - iii. The project will include 81 new dwelling units which would generate new students that existing schools in the area may accommodate. Current school facilities can adequately serve the site without a need for alteration. In addition, to address direct impacts, the project will be required to pay residential impact fees. These fees are considered to be conclusive mitigation for direct impacts.
 - iv. The project includes residential units that will create a need for park facilities. However, existing park and recreation facilities (Perry Family Park is located 0.25 miles east of the site) can adequately serve the site without a need for alteration.
 - v. Other public facilities can adequately serve the site without a need for alteration.

XV. RECREATION

- a. The project will directly generate new residents and will therefore directly 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. The project will pay established impact fees to mitigate impacts.

- b. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment.

XVI. TRANSPORTATION AND TRAFFIC

- a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system. The project will result in an increase in traffic levels on arterial and collector roadways, although the City of Visalia's Circulation Element has been prepared to address this increase in traffic.
- b. Development of the site will result in increased traffic in the area, but will not have a significant impact on level of service standards and travel demand measures. It will also not cause a significant impact regarding traffic on the city's future circulation pattern based on the incorporation of citywide transportation improvements planned under the City of Visalia Circulation Element Update. The project site was also evaluated in the EIR for the City of Visalia Land Use Element Update and Circulation Element Update for conversion to urban use.

A Traffic Impact Analysis (TIA) Report was conducted for the project, dated April 2013, which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions, mid-term year 2018 conditions, and cumulative year 2035 conditions, with and without the project conditions. The analysis identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project will operate at acceptable LOS "D" conditions or better through 2035.

Among the recommendations in the TIA Report were measures that address existing roadway conditions where operating conditions are already below acceptable standards, specifically the intersection of Mooney Boulevard (State Route 63) and Avenue 272 located 1.5 miles southeast of the project site. This intersection is noted by the TIA Report to currently operate at LOS "F" conditions during the AM and PM peak hour. However, the intersection does not meet the rural peak hour signal warrant during the a.m. peak.

The TIA Report recommends that the intersection of Mooney Boulevard and Avenue 272 be improved with the installation of a traffic signal that includes eastbound right-turn channelization and protective left-turn phasing in all directions in association with the project in its opening year. This intersection is already identified for future improvements by the City of Visalia Circulation Element, specifically for controlled movements at the intersection.

The City has determined that the development and operation of the proposed project in itself does not warrant improvements to this intersection and other intersection studied in the TIA Report in association with the project. The City of Visalia will therefore continue to monitor and evaluate intersections in the project vicinity and carry out improvements to the intersections when such measures are critically necessary.

The City of Visalia will also continue to monitor and evaluate the Mooney Boulevard and Avenue 272 intersection. Following monitoring and evaluation, the City

in coordination with CalTrans who has jurisdiction over Mooney Boulevard as State Route 63, will carry out improvements for the intersection when such measures are critically necessary.

- c. The project will not result in nor require a need to change air traffic patterns.
- d. There are no planned designs that are considered hazardous.
- e. The project will not result in inadequate emergency access.
- f. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

XVII. UTILITIES AND SERVICE SYSTEMS

- a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed project will therefore not cause significant environmental impacts.
- b. The project will not 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.
- c. The project site will be accommodated by existing City storm water drainage lines that handle on-site and street runoff. Usage of these lines is consistent with the City Storm Drain Master Plan. These improvements will not

cause significant environmental impacts.

- d. California Water Service Company has determined that there are sufficient water supplies to support the site, and that service can be extended to the site.
- e. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.
- f. Current solid waste disposal facilities can adequately serve the site without a need for alteration.
- g. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.


XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. The project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.
- b. This site was inherently evaluated in the EIR for the City of Visalia Land Use Element Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.
- c. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that as a result of the proposed project no new effects could occur, or new mitigation measures would be required that have not been addressed within the scope of the Program Environmental Impact Report (SCH No. 90020160). The Environmental Impact Report prepared for the City of Visalia Land Use Element (Amendment No. 90-04) was certified by Resolution NO. 91-105 adopted on September 3, 1991. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**



Paul Scheibel, AICP
Environmental Coordinator

May 29, 2013

Date

AIR QUALITY TECHNICAL STUDY

FOR

RAVI HOMES, LLC, APPLICANT FOR:
VISALIA PARKWAY / DEMAREE MIXED USE PROJECT

Visalia, California

August 2012
Revised October 2012 per City Comments

Prepared for:
Dr. Mailk Baz/Dr. Tejinder Randhawa
7471 N. Fresno Street
Fresno, CA 93720.

Prepared by:



TPG Consulting, Inc.
222 N Garden, Suite 100
Visalia, CA 93291
(559) 739-8072
www.tpgconsulting.net

Charles Clouse, AICP, PTP, Principal-in-Charge
Mary Beatie, Senior Planner
Quincy Yaley, Associate Planner

This page intentionally left blank

Table of Contents

Section 1. Introduction and Project Information.....	1
Section 2. Setting.....	1
Section 3. Thresholds of Significance.....	17
Section 4. Impact Analysis.....	21
Section 5. Conclusion.....	27
Section 6. References.....	27

FIGURES

Figure 1. Site Plan

ATTACHMENT

Attachment 1. URBEMIS Report

Attachment 2. Truck Travel and Idling Emission Risk Factor Model

This page intentionally left blank

Section 1. Introduction and Project Information

Introduction

This report addresses the air quality impacts of the Ravi Homes, LLC Project on the project site and surrounding area. This section was prepared in accordance with the air quality impact assessment recommendations of the San Joaquin Valley Air Pollution Control District. In keeping with these recommendations, the section describes existing air quality, construction-related impacts, direct and indirect emissions associated with the project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts. In response to the California Global Warming Solutions Act of 2006 (AB 32) the project's greenhouse gases (GHG) emissions and potential mitigation thereof are discussed.

This analysis was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the Guide to Air Quality Assessment - Determining Significance of Air Quality Impacts Under the California Environmental Quality Act prepared by the San Joaquin Valley Air Pollution Control District to facilitate the evaluation and review of air quality impacts for projects under CEQA.

Project Description

The proposed project entails an application to the City of Visalia for a general plan amendment, zone change, and conditional use permit. These entitlements will allow for the development of a mixed use project consisting of retail/commercial space, a gas station with a self service car wash, senior housing, and single family residential homes.

The proposed project is located at the southeast corner of Visalia Parkway and Demaree Street within the southern portion of the City of Visalia, located in central Tulare County. The attached site plan shows the distribution of uses on the 19.22 acre site.

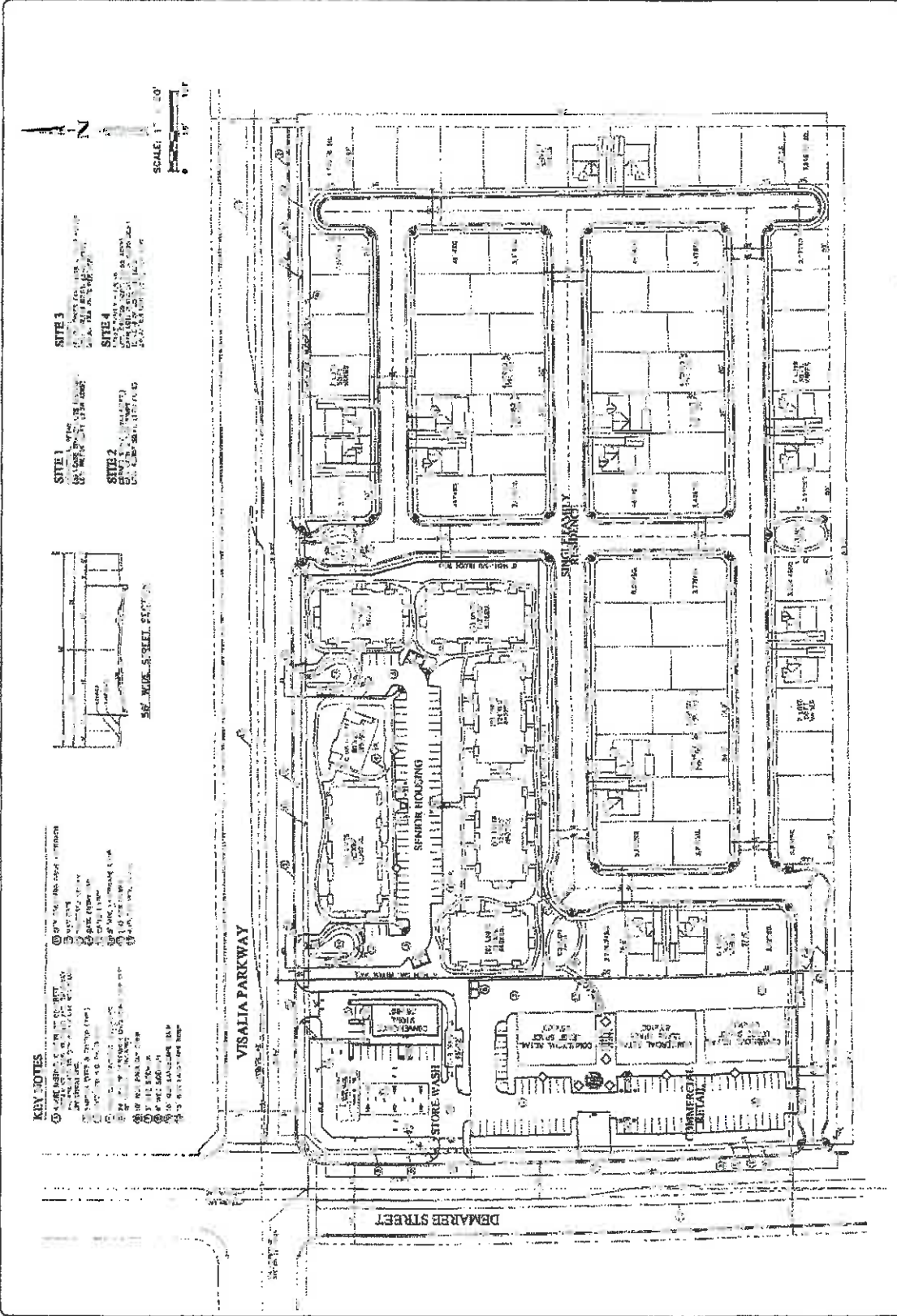
Section 2. Setting

Environmental Setting

Climate and Topography

The San Joaquin Valley Air Basin (SJVAB) is one of 15 State-designated air basins. According to the San Joaquin Valley Air Pollution Control District (SJVAPCD) (2002b) it is approximately 250 miles long and averages 35 miles wide and is the second largest air basin in the state. The SJVAB includes all or part of the following eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. This essentially flat valley is surrounded by the Sierra Nevada mountains in the east (8,000 to 14,000 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi mountains in the south (6,000 to 8,000 feet in elevation). Although marine air flows into the basin from the north, these mountain

This page intentionally left blank



This page intentionally left blank

ranges restrict air movement through and out of the basin. The result is wind patterns that are usually calm and air masses that become trapped under inversion layers typically below 3,000 feet in elevation. This is the primary reason the SJVAB is more vulnerable to air pollution problems than most other air basins in the State. It is certainly the most extensive area of the State subject to these conditions.

Air Quality Monitoring Data

The California Air Resources Board and local air districts operate regional air quality monitoring networks that provide information on average concentrations of pollutants for which state or federal agencies have established ambient air quality standards. Air quality in the project area is represented by air monitoring data collected by SJVAPCD at the Sequoia N.P – Lower Kaweah and Visalia - N. Church St. monitoring stations. Table 1 lists the pollutants that have exceeded either the NAAQS or the California Ambient Air Quality Standards (CAAQS) in 2008 through 2010 at the two monitoring stations, and the number of days that the standards were exceeded.

Table 1. Air Quality Monitoring Data For Ozone, PM-10 and PM-2.5									
<i>MONITORING STATION</i>	<i>YEAR</i>	<i>DAYS EXCEEDED STANDARD</i>							
		<i>OZONE-1HR</i>		<i>OZONE-8HR</i>		<i>PM-10 24 HR estimated # of days</i>		<i>PM-2.5 24 HR estimated # of days</i>	
		<i>NAAQS</i>	<i>CAAQS</i>	<i>NAAQS</i>	<i>CAAQS</i>	<i>NAAQS</i>	<i>CAAQS</i>	<i>NAAQS</i>	<i>CAAQS</i>
Sequoia N.P – Lower Kaweah	2008	NA	32	73	98	NA	NA	NA	NA
	2009	NA	3	18	37	NA	NA	NA	NA
	2010	NA	0	9	31	NA	NA	NA	NA
Visalia - N. Church St.	2008	NA	44	73	94	0	160.8	52.3	NA
	2009	NA	23	18	68	0	121.3	23.9	NA
	2010	NA	15	9	57	0	59.4	8.9	NA

Source: California Air Resources Board

NA – Not available or not measured at that station

The Visalia and Sequoia National Park Lower Kaweah monitoring stations appear to experience roughly similar air quality conditions. The Visalia monitoring station is located on the Valley floor and at similar elevation to the project site. Ozone concentrations have continued to exceed applicable federal and state standards. PM concentrations have tended to remain in conformance with the federal standards, but exceed state standards frequently.

Regional Sources of Air Pollution

The California Air Resources Board (CARB) publishes emissions inventory data for air districts and counties.

Emission Type	ROG	CO	NOX	PM10	PM2.5
Stationary Fuel Combustion	0.37	2.40	4.29	0.34	0.34
Stationary Other Sources	3.12	0.07	0.18	3.60	2.74
Area Wide	25.53	41.11	2.41	29.17	9.24
On-Road Motor Vehicles	9.19	81.29	24.91	1.04	0.80
Other Mobile Sources	7.08	35.58	14.90	0.89	0.80
Total (excluding natural sources)	45.29	160.45	46.70	35.04	13.92

Source: http://www.arb.ca.gov/app/emsinv/emssumcat_query.php?F_DIV=4&F_DD=Y&F_YR=2008&F_SEASON=A&SP=2009&F_AREA=CO&F_CO=54

According to the 2008 estimated emissions from Tulare County, stationary sources contributed only minor amounts of reactive organic gases (ROG), carbon monoxide (CO), nitrous oxides (NO_x) and both particulate matter less than or equal to 10 microns in diameter (PM-10) and less than or equal to 2.5 microns in diameter (PM-2.5). Area wide emissions were dominated by CO emissions, with other major contributions from ROG and PM-10 emissions. Carbon monoxide emissions were the greatest contributor to all mobile emissions.

Local Sources of Air Pollution

Visalia Parkway and Demaree Street are located immediately adjacent to the project site. Traffic from the surrounding residential uses may also contribute to local air pollution. Visalia Municipal Airport is located approximately 8 miles to the northwest of the project site.

Sensitive Receptors

Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible to respiratory infections and other air quality related health problems than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Residential uses to the northwest, north, and east of the project site are considered to be sensitive receptors.

Odors

Odor impacts are based on the location of the sensitive receptors in relation to sources of odors. A project can either be a generator of odors, and concern would be focused on what sensitive receptors are already in the proximity of the proposed project, or a project can add new sensitive receptors that could be affected by sources of air pollution or odors. Diesel exhaust and ROG's would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and, therefore, should not be at a level to induce a negative response.

Greenhouse Gases – Global Warming

Global warming is a term used to refer to the observed increase in the average temperature of the Earth's atmosphere and oceans in recent decades. Science is not unanimous about the cause of global warming. There is some science that suggests this is a cyclical phenomenon that has repeated itself over history (counteracted by periods of global cooling) and is therefore related to many naturally occurring events. However, there is other science that suggests that global warming may be related to increasing greenhouse gas concentrations in the atmosphere, specifically as a result of human activities, such as the consumption of fossil fuels for electricity production and transportation.

Gases that trap heat in the atmosphere are called greenhouse gases. The effect is analogous to the way a greenhouse retains heat. Common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit greenhouse gas.

Pollutant Information

Ozone

Ozone (O₃) is highly reactive secondary gas pollutant that is toxic, colorless and has a pungent odor. Ozone is photo-chemically produced through complex chemical reactions of certain hydrocarbons and oxides of nitrogen (primary pollutants) in the presence of sunlight and temperatures above 59°F. In high concentrations, ozone and other photochemical oxidants are directly detrimental to humans by causing respiratory irritation and possible alterations in the functioning of the lungs. It also inhibits vegetation growth. Ozone has been found to damage some man-made materials, such as rubber, paint, and plastics. Ozone is a regional air pollutant, generated over a large area, transported and spread by wind.

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in the SJVAPCD can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities. Ozone exposure under exercising conditions is known to increase the severity of the above mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants which include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Particulate Matter (PM-10, PM-2.5)

PM-10 refers to particulate matter equal to or less than 10 microns in diameter. This material cannot be adequately filtered by the human respiratory system. Inhaled atmospheric particulates can be harmful to humans by directly causing injuries to the respiratory tract and lungs. Suspended particulates scatter and absorb sunlight, producing haze and reducing visibility.

The actual composition of PM-10 varies greatly with time and location. It depends on the sources of the material and meteorological conditions. Primary man-made sources of PM-10 in Tulare are road dust, agriculture, fuel combustion and industrial processes. Natural sources such forest fires also contribute.

A consistent correlation between elevated ambient fine particulate matter (PM-10 and PM-2.5) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and an increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter. The elderly, people with pre-existing respiratory and/or cardiovascular disease and children appear to be more susceptible to the effects of PM-10 and PM-2.5.

Toxic Air Contaminants

In addition to the common, criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

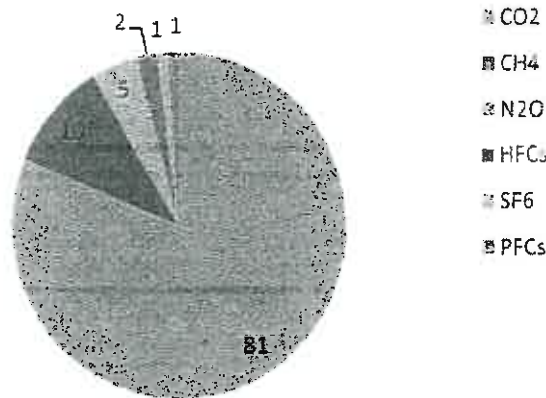
California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (Health and Safety Code Section 39660 et seq.) and Part 6 (Air Toxics "Hot Spots" Information and Assessment) (Health and Safety Code Section 44300 et seq.). The California Air Resources Board (CARB), working in conjunction with the State Office of Environmental Health Hazard Assessment, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant to below a specific threshold, based on its

effects on health, or to the lowest concentration achievable through use of best available control technology (BACT) for toxics. The program is administered by the CARB. Air quality control agencies, including the San Joaquin Valley Air Pollution Control District (SJVAPCD), must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by the California Air Resources Board. This is an ongoing process as risk assessments on substances identified in state regulations by the CARB are completed. Future regulations adopting new air toxics control measures could apply to this project.

Greenhouse Gases

Greenhouse gases (GHGs) are those gases that trap heat that would otherwise radiate into space. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34° C cooler (CAT, 2006). Some greenhouse gases occur naturally in the atmosphere, while others result from or are concentrated by activities including the burning of fossil fuels such as oil, natural gas, and coal. Although carbon dioxide is the largest contributor to climate change, approximately 81 percent, six greenhouse gases are regulated in California: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). Carbon dioxide is the primary target for reducing GHG and addressing global climate change as this is more effectively regulated than some of the other greenhouse gases. The table below breaks down the percent contribution from anthropogenic sources of greenhouse gases by criteria pollutant.

Figure 1. U.S. Anthropogenic Sources of Greenhouse Gas Emissions, 2009



SOURCE: <http://www.epa.gov/climatechange/emissions/usinventoryreport.html>

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and the decomposition of organic materials within landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆), which are byproducts of certain industrial processes. Plants use carbon dioxide and water in photosynthesis

and releases oxygen as a waste product. Humans use this oxygen to breathe and produce CO₂ as a byproduct of respiration. The following section discusses the primary GHGs in more detail.

Carbon Dioxide. Billions of tons of carbon in the form of CO₂ are absorbed by oceans and living biomass (or sinks) and are emitted to the atmosphere annually through natural and anthropogenic processes (or sources). When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (USEPA, April 2008). Carbon dioxide was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the last half of the 20th century. Concentrations of CO₂ in the atmosphere have risen approximately 35% since the Industrial Revolution. According to the International Panel on Climate Change (IPCC) (2007), the global atmospheric concentration of carbon dioxide has increased from a pre-industrial value of about 280 parts per million (ppm) to 379 ppm in 2005. The annual carbon dioxide concentration growth rate was larger during the last 10 years (1995–2005 average: 1.9 ppm per year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2005 average: 1.4 ppm per year), although there is year-to-year variability in growth rates.

Methane. Methane (CH₄) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10 to 12 years) compared to some other GHGs. Over the last 250 years, the concentration of CH₄ in the atmosphere increased by 148% (IPCC 2007). Anthropogenic sources of CH₄ include landfills, natural gas and petroleum systems, agricultural activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (USEPA September 2009).

Nitrous Oxide. Concentrations of nitrous oxide (N₂O) also began to rise at the beginning of the Industrial Revolution. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizers that contain nitrogen. Use of these fertilizers has increased over the last century (USEPA November 2009).

Fluorinated Gases (HFCS, PFCS and SF₆). Fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfurhexafluoride (SF₆), are powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons, which have been regulated since the mid-1980s because of their ozone destroying potential and are to be phased out under the *Montreal Protocol* and the Clean Air Act Amendments of 1990. Fluorinated gases are typically emitted in smaller quantities than CO₂, CH₄ and N₂O, but each molecule can have a much greater global warming effect. SF₆ is the most potent greenhouse gas the Intergovernmental Panel on Climate Change (IPCC) has evaluated.

The different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere. Because GHGs absorb different amounts of heat, a common reference gas, usually carbon dioxide, is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “CO₂ equivalent,” and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, methane (CH₄) has a GWP of 21, meaning its global warming effect is 21 times greater than carbon dioxide on a molecule per molecule basis.

Table 3. Global Warming Potentials (GWPs)	
Gas	Global Warming Potential
Carbon Dioxide	1
Methane	21
Nitrous Oxide	310
HFC-23	11,700
HFC-134a	1,300
HFC-152a	140
PFC: Tetrafluoromethane (CF ₄)	6,500
PFC: Hexafluoroethane (C ₂ F ₆)	9,200
Sulfur Hexafluoride (SF ₆)	23,900

Source: <http://epa.gov/climatechange/emissions/downloads09/Introduction.pdf>

As noted above, the earth needs a certain amount of greenhouse gases in order to maintain a livable temperature. However, it is believed by many that global climate change may occur as a result of excess amounts of GHG, which, in turn, may result in significant adverse effects to the environment that will be experienced worldwide. The effects may include the melting of polar ice caps and rising sea levels, increased flooding in wet areas, droughts in arid areas, harsher storms, problems with agriculture, and the extinction of some animal species. Regardless of whether the rise in GHG is caused by natural cyclic events or not, it is widely believed production of additional GHG should be reduced in order to maintain a “healthy” level of GHG in the atmosphere.

Regulatory Setting

Federal and State Regulations

The Clean Air Act of 1970 was the first major piece of federal air quality regulation. Amended in 1977 and 1990, the Clean Air Act required the U.S. Environmental Protection Agency (EPA) to establish primary and secondary National Ambient Air Quality Standards (NAAQS) for several pollutants. The primary standards are by law set at a level that protects public health and welfare, with an adequate margin of safety. Secondary standards are set to protect the public welfare from non-health-related adverse effects such as visibility reduction. Primary NAAQS are set for the following air pollutants:

- Carbon monoxide (CO)
- Ozone (O₃)
- Respirable particulate matter 10 microns or less (PM-10)
- Fine particulate matter 2.5 microns or less (PM-2.5)
- Nitrogen dioxide (NO₂)
- Sulfur dioxide (SO₂)
- Lead

The state and national ambient air quality standards for each of the criteria pollutants and their relevant health effects are summarized in Table 4, Ambient Air Quality Standards.

Table 4. Ambient Air Quality Standards				
Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Ozone	1-hour	0.09 ppm	—	(a) Decrease of pulmonary function and localized lung edema in humans and animals; (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) increased mortality risk; (d) risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) vegetation damage; (f) property damage.
	8-hour	0.070 ppm	0.075 ppm	
Carbon Monoxide	1-hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris (chest pain or discomfort) and other aspects of coronary heart disease; (b) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) impairment of central nervous system functions; (d) possible increased risk to fetuses.
	8-hour	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm*	—	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) contribution to atmospheric discoloration.
	Mean	0.030 ppm*	0.053 ppm	
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm	—	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
	24-hour	0.04 ppm	0.14 ppm	
	Mean	—	0.030 ppm	
Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	150 µg/m ³	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) declines in pulmonary function growth in children; (c) increased risk of premature death from heart or lung diseases in the elderly.
	Mean	20 µg/m ³	—	
Particulate Matter (PM _{2.5})	24-hour	—	35 µg/m ³	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) declines in pulmonary function growth in children; (c) increased risk of premature death from heart or lung diseases in the elderly.
	Mean	12 µg/m ³	15 µg/m ³	
Sulfates	24-hour	25 µg/m ³	—	(a) Decrease in ventilatory function; (b) aggravation of asthmatic symptoms; (c) aggravation of cardio-pulmonary disease; (d) vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	30-day	1.5 µg/m ³	—	(a) Learning disabilities; (b) impairment of blood formation and nerve conduction.
	Quarter	—	0.15 g/m ³	
Notes: 1)ppm = parts per million (concentration) 2)µg/m ³ = micrograms per cubic meter 3)Mean = Annual Arithmetic Mean 4)30-day = 30-day average 5)Quarter = Calendar quarter * The nitrogen dioxide ambient air quality standard was amended on February 22, 2007. These changes become effective on March 20, 2008. Source: ARB http://www.arb.ca.gov/research/aaqs/no2-rs/no2-rs.htm .				

Areas exceeding the federal standards for any one of these pollutants more than two times per year are designated “nonattainment” areas under the Clean Air Act, and as such, are subject to more stringent planning and pollution control requirements. For environmental purposes, the applicable standard is the more stringent of either the federal or state standards.

Under the 1990 amendment to the Clean Air Act, nonattainment areas are divided into five categories depending on future dates identified for meeting the standards. “Marginal” or “moderate” violators only slightly exceed the NAAQS, whereas “serious,” “severe,” or “extreme” violators exceed the standards by a much higher margin. “Marginal” areas are required to do little beyond what they are already doing to attain clean air, but areas designated “moderate” through “extreme” must adopt gradually tighter regulations. Table 5 lists both the federal and state designations and classifications for the project site.

Table 5: Tulare County Designations and Classifications		
<i>CRITERIA POLLUTANT</i>	<i>DESIGNATION/CLASSIFICATION</i>	
	<i>FEDERAL</i>	<i>STATE</i>
Ozone (O ₃) – one hour	No Federal Standard	Nonattainment/Severe
Ozone (O ₃) – eight hour	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassifiable	Attainment
Particulate Matter (PM-10)	Attainment	Nonattainment
Particulate Matter (PM-2.5)	Nonattainment	Nonattainment

Source: ARB, February 2011

The Clean Air Act requires development of an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures California will use to attain the NAAQS. States with areas in violation of the NAAQS are required to routinely update their SIPs to incorporate additional control measures to reduce air pollution. As such, the SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the various Air Basins.

In 1988, the California Clean Air Act (CCAA - AB 2595) was passed. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. The ARB also has primary responsibility for the development of California’s SIP, for which it works closely with the federal government and the local air districts.

Greenhouse Gases

The Assembly Bill 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases (GHG) that cause climate change. The scoping plan has a range of GHG

reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program. In August 2011, the Scoping Plan was re-approved by the Board, and includes the Final Supplement to the Scoping Plan Functional Equivalent Document.

According to the AB 32 Scoping Plan and updated Final Supplement to the Scoping Plan Functional Equivalent Document approved by the California Air Resources Board (the lead agency for implementing AB 32), in order to reach the AB 32 Business as Usual (BAU) emissions estimate, a 16 percent reduction below the estimated BAU would be necessary to return to 1990 levels by 2020.

Although carbon dioxide is the largest contributor to climate change, AB 32 references six greenhouse gases: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). This report, as with many climate change analyses, focuses on carbon emissions, as the contribution from other GHGs is relatively very small.

The Air Resources Board's preliminary recommendations in the Climate Change Scoping Plan for reducing greenhouse gas emissions in California to 1990 levels by 2020 include:

- Expansion and strengthening of existing energy efficiency programs and building and appliance standards.
- Expansion of the State's investments in renewable fuels portfolios to 33 percent.
- Development of a California cap and trade program that links with other Western Climate Initiative Partner programs to create a regional market system.
- Implementation of existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.
- Targeted fees to fund the State's long-term commitment to AB 32.

The Climate Change Scoping Plan identifies the amount that each sector contributes to California's greenhouse gas emissions. The largest contributor is the Transportation sector, which contributes 38 percent of the state's total greenhouse gas emissions. The Transportation sector is largely made up of the cars and trucks that move goods and people. Advances in car technology and increases in fuel efficiency are expected to move this sector toward meeting the 1990 emissions standard and reducing overall carbon emissions.

The Electricity and Commercial/Residential Energy sector is the next largest contributor with over 30 percent of the greenhouse gas emissions. Although electricity imported into California accounts for only about 22 percent of our electricity, imports contribute nearly half of the greenhouse gas emissions from electricity because much of the imported electricity is generated at coal-fired power plants. AB 32 specifically requires ARB to address emissions from electricity

sources both inside and outside of the state. The amount of carbon dioxide created for a unit of energy combusted is dependent upon how that energy was created. Certain energy providers and sources produce cleaner energy than others.

California's Industrial sector includes refineries, oil and gas production, food processors, and other large industrial sources. This sector contributes approximately 20 percent of California's greenhouse gas emissions, but the sector's emissions are not projected to grow significantly in the future. Emission levels and industry sectors are shown below:

A November 16, 2007 staff report from the Air Resource Board titled "California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Level" breaks up the commercial and residential emissions by attributing 3 percent to the commercial sector and 6 percent to the residential sector.

Other Regulations

Cap and Trade Regulation (December 2010). The new regulation sets a statewide limit on greenhouse gas emissions from sources responsible for 80% of California's total emissions, covering 360 companies and 600 specific facilities in the initial phase of the program, running from 2012-2014. From 2015-2020 distributors of transportation fuels, natural gas and other fuels are brought into the scheme. The program is designed to provide covered entities the flexibility to seek out and implement the lowest-cost options to reduce emissions, and goes into effect in January 2012.

State and Local Government Green Building Standards Codes (2010). The State of California enacted the nation's first statewide green building standards providing CALGREEN Code §A4.6 (residential) and §A5.6 (non-residential) requirements, updating Title 24 of the California Code of Regulations also known as the California Building Standards Code. The new code applies to all new buildings constructed after January 1, 2011, and requires that they be built using environmentally advanced construction practices. In addition to setting mandatory requirements, the Code includes more stringent optional provisions permitting developers to meet heightened standards, known as Tier 1 and Tier 2, including criteria for meeting these tiers. Cities at their discretion may adopt Tier 1 or Tier 2 as mandatory or adopt and enforce other standards that are more stringent than the CALGREEN Code.

Senate Bill 375 (September 2008). In September 2008, SB 375 was signed by Governor Schwarzenegger. SB 375 is a comprehensive global warming bill that helps to achieve the goals of AB 32. To help establish these targets, ARB assigned a Regional Targets Advisory Committee to recommend factors to be considered and methodologies for setting greenhouse gas emission reduction targets. Senate Bill 375 also provides incentives – relief from certain CEQA requirements for development projects that are consistent with regional plans that achieve the targets. Senate Bill 375 requires ARB to develop, in collaboration with the Metropolitan Planning Organization (MPO), passenger vehicle greenhouse gas emissions reduction targets for 2020 and 2035 by September 30, 2010. The MPO is required to include and adopt, in their regional transportation plan, a sustainable community strategy that will meet the region's target provided by ARB.

Title 24, Part 6, California Code of Regulations (2008). In 2008, California adopted new energy efficiency standards for residential and nonresidential buildings in order to reduce California's energy consumption. Established in 1978 and commonly referred to as the California Energy Code, this program has been partially responsible for keeping California's per capita energy use approximately flat over the past 30 years. The 2008 standards went into effect January 1, 2010. California's building efficiency standards (along with those for energy efficient appliances) have saved more than \$56 billion in electricity and natural gas costs since 1978. It is estimated the standards will save an additional \$23 billion by 2013.

Senate Bill 97 (2007). The Governor's Office of Planning and Research was required to prepare amendments to the state's CEQA Guidelines addressing analysis and mitigation of the potential effects of GHG emissions in CEQA documents. The legislation required the Resource Agency to adopt the amended Guidelines by 2010. The Amendments became effective on March 18, 2010.

Western Regional Climate Action Initiative (Arizona, California, New Mexico, Oregon, Utah, Washington) (2007). Acknowledging that the western states already experience a hotter, drier climate, the Governors of the foregoing states have committed to three time-sensitive actions: (1) by August 26, 2007, to set a regional goal to reduce emissions from the states collectively, consistent with state-by state goals; (2) by August 26, 2008, to develop "a design for a regional market-based multi-sector mechanism, such as a load-based cap and trade program, to achieve the regional GHG reduction goal;" and (3) to participate in a multi-state GHG registry "to enable tracking, management, and crediting for entities that reduce GHG emissions, consistent with state GHG reporting mechanisms and requirements."

Senate Bill 107 (2006). Senate Bill 107 requires investor-owned utilities such as Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric, to generate 20 percent of their electricity from renewable sources by 2010. Previously, state law required that this target be achieved by 2017.

Executive Order S-3-05 (June 1, 2005). Executive Order S-3-05 calls for a reduction in GHG emissions to 2000 levels by 2010; 1990 levels by 2020; and for an 80 percent reduction in GHG emissions below 1990 levels by 2050. It also directs the California Environmental Protection Agency ("CalEPA") to prepare biennial science reports on the potential impact of continued global warming on certain sectors of the California economy.

California's Renewable Energy Portfolio Standard Program (2005). In 2002, California established its Renewable Energy Portfolio Standard Program, which originally included a goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent by 2017. The state's most recent 2005 Energy Action Plan raises the renewable energy goal from 20 percent by 2017, to 33 percent by 2020.

Assembly Bill 1493 (2002) (Health and Safety Code § 43018.5). Assembly Bill 1493 required ARB to develop and adopt the nation's first GHG emission standards for automobiles. The regulations had been threatened by automaker lawsuits and were stalled by the USEPA's delay in reviewing and then initially denying California's waiver request. The USEPA granted California

the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks and sport utility vehicles on June 30, 2009. It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs.

Climate Action Registry (2001). California Senate Bills 1771 and 527 created the structure of the California Climate Action Registry ("Registry"), and former Governor Gray Davis signed the final version of the Registry's enabling legislation into law on October 13, 2001. These bills establish the Registry as a non-profit entity to help companies and organizations establish GHG emissions baselines against which future GHG emission reduction requirements could be applied. Using any year from 1990 forward as a base year, participants can record their annual GHG emissions with the Registry. In return for this voluntary action, the State of California promises to offer its "best efforts" to ensure that participants receive consideration for their early action if they are subject to any future state, federal or international emissions regulatory scheme.

Section 3. Thresholds of Significance

As required by Appendix G of the State CEQA Guidelines (CCR 15000 et seq.) a project will have a significant effect on the environment with respect to air quality and greenhouse gas if the Initial Study or EIR analysis shows that it would result in any of the items listed in III and VII below. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

AIR QUALITY

Would the project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?*
- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- 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)?*
- d) *Expose sensitive receptors to substantial pollutant concentrations?*
- e) *Create objectionable odors affecting a substantial number of people?*

GREENHOUSE GAS EMISSIONS

Would the project:

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Pursuant to Section 15064.4 of the CEQA Guidelines, the determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.

In addition to the above CEQA threshold, if the lead agency finds that the proposed project has the potential to exceed any of the air pollutant thresholds established by the San Joaquin Valley Air Pollution Control District, the project should be considered to have a significant impact on the environment.

Criteria Pollutants

For the San Joaquin Valley Air Basin, the SJVAPCD has developed numerical significance criteria in its *Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI)* (January 2002 Revision). These thresholds of significance are recommended for use in assessing impacts associated with construction, project operations, odors, toxic air contaminants and cumulative impacts associated with project implementation. The thresholds are designed to identify those impacts that would create new violations of ambient air quality standards, substantially worsen existing violations, or create impacts for which no safe exposure levels exist. These significance thresholds are used in the analysis of impacts from the proposed Ravi Homes, LLC project.

The quantitative thresholds of significance established by the SJVAPCD for ROG, NO_x, PM₁₀, and PM-2.5 are as follows:

- ROG – 10 tons/year
- NO_x – 10 tons/year
- PM-10 – 15 tons/year
- PM-2.5 – 15 tons/year

Odors

A qualitative assessment is made as to whether a project has the potential to generate odorous emissions of a type or quantity that could meet the statutory definition for nuisance, i.e., odors “which cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property,” or places new sensitive receptors into an area where odors are considered a nuisance.

Greenhouse Gases

Determining how a proposed project might contribute to climate change and what the overall effect of an individual project would be based on that contribution is subject to continuing debate at this time. Despite the availability of guidance documents, there is currently no single accepted or binding threshold of significance established by the state to measure the impact of climate change on or from a project. Relevant sections from available guidance documents were used to formulate a determination of potential significance and mitigation measures. No single document was completely applicable to the project, due to the location and type of project proposed.

The SJVAPCD has provided guidance for Central Valley land use agencies in evaluating greenhouse gas significance. In 2009, the SJVAPCD produced a document titled "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA". In this document, it provides a process for evaluating greenhouse gas emissions:

Projects determined to be exempt from the requirements of CEQA would be determined to have a less than significant individual and cumulative impact for GHG emissions and would not require further environmental review, including analysis of project specific GHG emissions. Projects exempt under CEQA would be evaluated consistent with established rules and regulations governing project approval and would not be required to implement Best Performance Standards (BPS).

Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS.

Projects implementing Best Performance Standards would not require quantification of project specific GHG emissions. Consistent with CEQA Guideline, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.*

Notwithstanding any of the above provisions, projects requiring preparation of an Environmental Impact Report for any other reason would require quantification of project specific GHG emissions. Projects implementing BPS or achieving at least a 29%

GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.

In summary, the use of BPS streamlines the significance determination process by pre-quantifying the emission reductions that would be achieved by a specific GHG emission reduction measure and pre-approving the use of such a measure to reduce project-related GHG emissions. Establishing BPS also streamlines the CEQA review process by providing project proponents, lead agencies and the public with clear guidance on how to reduce GHG emission impacts. Thus, project proponents would be able to incorporate project specific GHG reduction measures during the initial project design phase, which could reduce project specific GHG impacts to less than significant levels.

Based on the above protocol, if the proposed project implements Best Performance Standards, no quantification of project-related greenhouse gas emissions is necessary, and impacts resulting from the emissions of greenhouse gases are considered less than significant.

In addition to the above guidance from the SJVAPCD, pursuant to Section 15126.4(a) of the CEQA Guidelines, lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include reductions in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in *Appendix F – Energy Conservation* of the CEQA Guidelines.

Toxic Air Contaminants (TACs)

ARB adopted the Air Quality and Land Use Handbook: A Community Health Perspective (Land Use Handbook) in 2005. The Land Use Handbook provides information and guidance on siting sensitive receptors in relation to sources of toxic air contaminants (TACs). The sources of TACs identified in the Land Use Handbook are high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and large gasoline dispensing facilities. If the project involves siting a sensitive receptor or source of TAC discussed in the Land Use Handbook, siting mitigation may be added to avoid potential land use conflicts, thereby reducing the potential for health impacts to the sensitive receptors (ARB 2005a).

Carbon Monoxide Screening

The CO threshold of 20 ppm/hour or 9ppm/8 hour is based on the CAAQS. To determine if a local impact exceeds this threshold SJVAPCD guidelines (2002) set forth a multi-step evaluation protocol. The first step is to determine if the project meets either of the following criteria:

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

- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

If the project meets either of the above criteria the effect of the project can still be determined to be less-than-significant by conducting an analysis using a protocol developed by the Institute of Transportation Studies at University of California, Davis entitled Transportation Project-Level Carbon Monoxide Protocol (1997). If the results of this analysis demonstrate no potential for significance, the Lead Agency should include a description of the Protocol Analysis results in a report to the District. If the results demonstrate that the project will potentially have a significant effect on any intersection, the Lead Agency should conduct a CO dispersion modeling study such as CALINE4. The CALINE4 modeling study would constitute a full project-level CO analysis and the highest step in the SJVAPCD evaluation protocol.

Section 4. Impact Analysis

This section analyzes the potential impacts of the proposed project on the air quality in the area surrounding the site. As recommended by the SJVAPCD, the URBEMIS2007 was used to quantify emissions from the project. Air quality impacts can be described in a short-term and long-term perspective and can be qualitatively or quantitatively analyzed. Short-term impacts will occur during site grading and project construction. Long-term air quality impacts will occur once the project is in operation.

Impact III-a Conflict with Air Quality Plan or Program

There is no evidence that this project will conflict with or obstruct implementation of any applicable components of the State Implementation Plan to meet Federal and State air quality standards or conflict with Air District or County air quality plans. This impact is less than significant.

Mitigation Measures: None required.

Impact III-b Violate Air Quality Standards

Estimated Project Emissions

Table 6 and 7 shows the estimated quantity, in tons per year, of ROG, NOx, PM-10 and PM-2.5 for the construction, area source, and operational emissions for the proposed project. The California Air Resources Board's URBEMIS2007 emissions model was used to calculate these estimates based on data from the Traffic Impact Study. The output for the applicable model runs are in Attachment 1 of this report, including assumptions for mitigation reduction strategies.

Table 6. Project Construction Emissions (tons/year, unmitigated)				
	2013	2014	2015	SJVAPCD Significance Threshold

ROG	0.54	1.40	0.93	10
NOx	2.46	2.00	0.97	10
PM-10	1.19	0.12	0.07	15
PM-2.5	0.31	0.12	0.06	15

	Area Emissions	Operational Emissions	Total Operational plus Area	SJVAPCD Significance Threshold
ROG	1.55	5.33	6.88	10
NOx	0.41	8.49	8.90	10
PM-10	0.55	4.90	5.45	15
PM-2.5	0.53	1.10	1.63	15

The URBEMIS Model emissions output is based on the size and scale of the proposed land uses.

The emissions resulting from the project are below the applicable SJVAPCD thresholds of significance, therefore impacts are considered less than significant.

Impact III-c Cumulatively Considerable Increase in Criteria Pollutant

Among the policies and procedures enforced by the City of Visalia to mitigate air quality impacts is assurance of conformance during development review with the SJVAPCD's Indirect Source Review (Rule 9510) program. The Ravi Homes, LLC project is subject to Rule 9510. The emissions analysis for Rule 9510 is highly detailed and dependent on the exact project design that is expected to be constructed. Minor changes to project components between the CEQA analysis and project construction often occur to achieve maximum compliance with Rule 9510 pursuant to SJVAPCD review for permits. As such, this document does not attempt an estimation of emission reductions that will be achieved through compliance with Rule 9510. The required amounts of reductions required by Rule 9510 to achieve less than significant impact, are stipulated as follows:

Construction Exhaust: 20 percent of the total NOx emissions and 45 percent of the total PM-10 emissions.

Operational Emissions: 33 percent of NOx emissions over the first 10 years, and 50 percent of the PM-10 emissions over the first 10 years.

Mitigation Measures: None required. Since the project is subject not only to these requirements of the State APCD Rule 9510, but also is subject to approval of a City of Visalia general plan amendment and zone change, all applicable General Plan development policies, including conformance with Rule 9510, will be applied as design requirements and/or conditions of approval. The residual cumulative impact of the project's impacts will therefore be less than significant. No additional mitigation measures are required.

Impact III-d Expose Sensitive Receptors to Substantial Pollutant Concentrations

Carbon monoxide and toxic air contaminants are evaluated below to determine if they have an impact on the project area.

Carbon Monoxide

As discussed above, to determine if a project exceeds the CO threshold of 20 ppm/hour or 9ppm/8 hour the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI 2002) set forth a multi-step evaluation protocol. The first step is to determine if the project meets either of the following criteria:

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

According to the findings of the Traffic Impact Study prepared by TKJM Transportation Consultants, September, 2011, the mitigated project scenarios meet criteria 1 and 2 above. The TIS concludes that project will not cause the LOS of any study street or intersection to be reduced to LOS E or F or substantially worsen an existing LOS of F after the implementation of the mitigation measures outlined in the TIS. Therefore, no further analysis is required per APCD GAMAQI document.

Toxic Air Contaminants

Sources of toxic air contaminants (TACs) include high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and large gasoline dispensing facilities. The SJVAPCD has provided guidance on the evaluation of toxic air contaminants. When evaluating potential impacts related to TACs, Lead Agencies should consider both of the following situations:

1. A new or modified source of toxic air contaminants is proposed for a location near an existing residential area or other sensitive receptor, and
2. A residential development or other sensitive receptor is proposed for a site near an existing source of toxic air contaminants.

The proposed project includes commercial uses and a gas station. Both of these uses have the potential to create TACs that could significantly affect the single family and senior residential components of the project, as well as adjacent residential land uses to the north across Visalia Parkway.

According to the GAMAQI document, facilities and equipment that require permits from the SJVAPCD are screened for risks from toxic emissions and those exceeding thresholds subject to detailed health risk assessments. Projects exceeding de minimus levels are required to install Toxic Best Available Control Technology (TBACT) to reduce risks to below significance. If a significant impact remains after T-BACT is implemented, the permit may not be issued unless it meets the discretionary approval criteria of the SJVAPCD Risk Management Policy for Permitting New and Modified Sources.

Therefore, because the fueling station will require further permits from APCD that will subject to detailed health risk assessments and not approved unless it meets the discretionary approval criteria of the SJVAPCD Risk Management Policy for Permitting New and Modified Sources, the project's potential to expose sensitive receptors to substantial pollutant concentrations from the fueling station is less than significant.

Trucks traveling and idling behind the proposed commercial buildings on Site 1 have the potential to pollutant concentrations that could negatively affect adjacent residences. A model of the potential cancer risk from toxic air contaminants was completed in consultation with the San Joaquin Valley Air Pollution Control District. A spreadsheet model that calculated cancer risk associated from traveling and idling truck traffic was evaluated. The results of this analysis are included in Attachment 2 of this report. The cancer risk was determined to less than the 10 in a million threshold of significance published by the APCD.

Given that the project does not meet the carbon monoxide screening criteria, and will comply with applicable local, state, and federal laws with respect to the generation of toxic air contaminants, the project's potential to expose sensitive receptors to substantial pollutant concentrations is less than significant.

Mitigation Measures: None required.

Impact III-d Create Objectionable Odors

Project development would result in development of commercial and residential uses typical of those found in the surrounding neighborhood in the project vicinity. The generation of noticeable offensive odors is not associated with the proposed land uses; therefore, impacts are considered less than significant.

Mitigation Measures: None required.

Impact VII-a Generate Greenhouse Gas Emissions

The project will have direct GHG emissions associated with construction activity, vehicular traffic generated by the project, operational activities and natural gas combustion. Indirect emissions will be associated with purchased electricity, energy requirements related to water usage, and fugitive emissions of solid waste disposal. However, using the guidance published in December of 2009 by the SJVAPCD detailed above, these emissions are not required to be quantified if a proposed project will implement Best Performance Standards as set forth in Table

9. Per SJVAPCD, the incorporation of one or more Best Performance Standards into a project reduces direct and cumulative greenhouse gas emissions to a less than significant level.

Table 9 below shows the Best Performance Standards selected from the SJVAPCD approved list that the proposed project may implement to reduce project emissions to a less than significant level. The table also shows the expected reduction in emissions with the implementation of each standard and measure, and the respective supporting guidance documents for each performance standard.

BPS and Source	Percent Reduction¹	Description
Pedestrian network ^{1,2,3}	1-10	The project provides a pedestrian access network via sidewalks that internally links all uses and connects to existing external streets and pedestrian facilities. Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20% of the project's occupancy permits being granted.
Minimize pedestrian barriers ^{1,3}	1	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and uses that impede bicycle or pedestrian circulation are eliminated. Barriers to pedestrian access of neighboring facilities and sites are minimized.
Minimum Parking or Provide Parking less than Code ¹	3-6	Provide minimum amount of parking required or provide parking reduction less than code. Special review of parking required. Recommend a Shared Parking strategy. This measure can be readily implemented through a Shared Parking strategy, wherein parking is utilized jointly among different land uses, buildings, and facilities in an area that experience peak parking needs at different times of day and day of the week. For example, residential uses and/or restaurant/retail uses, which experience peak parking demand during the evening/night and on the weekends, arrange to share parking facilities with office and/or educational uses, which experience peak demand during business hours and during the week.
Traffic Calming ^{1,2}	0.25-1	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming measures. Traffic calming measures include: bike lanes, center islands, closures (cul-de-sacs), diverters, education, forced turn lanes, roundabouts, speed humps, etc.
Onsite renewable energy system ^{1,2,3}	1	Project provides onsite renewable energy systems.
Solar Orientation ^{1,2,3}	0.5	Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of North or South).

		Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows. Trees, other landscaping features and other buildings are sited in such a way as to maximize shade in the summer and maximize solar access to walls and windows in the winter.
Non-roof Surfaces ^{1, 2, 3}	1	Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater
Solar Design ¹	N/A	Incorporate appropriate passive solar design and solar heaters.
Vehicle Idling ^{1,3}	N/A	Limit idling time for commercial vehicles, including delivery and construction vehicles.
Renewable Energy Use ^{1,3}	N/A	Install solar, wind, and geothermal power systems and solar hot water heaters. Educate consumers about existing incentives.
Photovoltaic Roofing Tiles ^{1,3}	N/A	Install Photovoltaic roofing tiles for solar power.
Energy Star roof ^{1,3}	0.5	Install Energy Star labeled roof materials. Energy star qualified roof products reflect more of the sun's rays, decreasing the amount of heat transferred into a building.
Exceed title 24 ¹	1	Project Exceeds title 24 requirements by 20%

SOURCES: ¹San Joaquin Valley Air Pollution Control District 2009

²CAPCOA 2010

³Attorney General, 2010

⁴Reductions are based on CAPCOA 2008

The final Best Performance Standards are most appropriately identified in cooperation with the City of Visalia during the environmental review process and/or building permit process for future phases of this project. At the time of the CEQA processing for the development and/or the building permits, the applicant shall work with the City to implement the appropriate BPS for the development.

Mitigation Measures: None Required. Implementation of Best Performance Standards in coordination with the City of Visalia will reduce greenhouse gas emissions to a less than significant level. Based on the above potential Best Performance Standards that could be implemented on the project site, the project will result in less than significant impacts to greenhouse gas emissions per the guidance of the SJVAPCD.

Impact VII-b Conflict with an Applicable Greenhouse Gas Plan, Policy, or Regulation

Local

The City of Visalia is currently undergoing a General Plan Update. Greenhouse gas reductions are expected to be addressed in the forthcoming update. The current general plan does not identify any objectives or policies that specifically relate to greenhouse gases. A greenhouse gas inventory was recently completed for the City. The City is also in the process of finishing a Climate Action Plan; however this document is in a draft phase and is not available for public use.

State Regulations

State regulations have been developed by ARB to address emissions from major industrial and agricultural sources, as well as motor vehicles via new emission controls and increased fuel economy that will significantly lower GHG emissions in future years. However, no land use regulations have yet been promulgated as a result of AB 32.

The State Attorney General has published a Fact Sheet listing potential mitigation measures that local agencies may consider to offset or reduce global warming impacts. This project incorporates many of those measures, which are outlined above in Table 5.

The March 2010 update of the CEQA Guidelines also provides additional guidance. Pursuant to Appendix F of the CEQA Guidelines, all environmental impact reports "shall" consider the potentially significant energy implications of the project. Appendix F lists specific energy conservation measures that may be appropriate mitigation.

Since this project would comply with any regulations promulgated by ARB, and since ARB is not putting any restrictions on growth, this project cannot be seen as interfering with "California's ability to achieve its GHG reduction requirements."

Mitigation Measures: None required.

Section 5. Conclusion

Given the above discussion, the proposed project would not result in significant direct, indirect, or cumulative impacts related to air quality and greenhouse gas emissions. With the implementation of the Best Performance Standards, any impacts resulting from the general plan amendment, zone change, and site plan review for the project are less than significant.

Section 6. References

Assembly Bill 32, the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006), filed with the Secretary of State September 27, 2006.

Brown, Edmund G. Jr., Attorney General, State of California "Comments on Draft Environmental Impact Report for Coyote Canyon Specific Plan", June 19, 2007.

California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures- A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures, August 2010.

California Air Pollution Control Officers Association, CEQA and Climate Change, January 2008.

California Air Resources Board, Air Quality Data Statistics, <http://www.arb.ca.gov/adam/index.html>, visited September 18, 2011.

California Air Resources Board, Almanac Emission Projection Data published in 2009 for Tulare County, <http://www.arb.ca.gov/ei/maps/statemap/ctnymap.htm> , visited September 18, 2011.

California Air Resources Board. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. www.arb.ca.gov/regact/idling/idling.htm, visited July 2011.

California Air Resources Board, Climate Change Scoping Plan, October 2008.

California Air Resource Board, Proposal-Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the CEQA”, December 2008.

California Air Resources Board. Supplement to the AB 32 Scoping Plan Functional Equivalency Document. August 2011.

California Environmental Protection Agency. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. www.arb.ca.gov/ch/landuse.htm, visited May 2008.

California Environmental Protection Agency, Climate Action Team Proposed Early Actions to Mitigate Climate Change in California-Public Review Draft, 2006.

California Environmental Protection, ARB Staff Report-California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, November 16, 2007.

California Office of Planning and Research. CEQA and Climate Change: Addressing Climate Change Through the California Environmental Quality Act, June 2008.

California Office of Planning and Research. Climate Change and CEQA, Presentation to the California State Association of Counties, November 17, 2007.

California’s Greenhouse Gas Emissions and Trends over the Past Decade, Anne Choate, Randall Freed, Michael Gibbs, et al., ICF Consulting, et al., 2000.

City of Visalia General Plan.

Energy Information Administration. Greenhouse Gases, Climate Change, and Energy. May 2008.

Environmental Protection Agency 2006. Non-CO2 Gases Economic Analysis and Inventory, (<http://www.epa.gov/nonco2/econ-inv/table.html>), December 2006.

Hendrix, Michael, et. al., "Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents," Association of Environmental Professionals, Revised Draft April 27, 2007.

Institute of Transportation Engineers, *Trip Generation*, 8th Edition, Volume 2 and 3, 2008

Intergovernmental Panel on Climate Change, Fourth Assessment Report "Climate Change 2007", http://www.ipcc.ch/publications_and_data/publications_and_data_reports.htm#1.

San Joaquin Valley Air Pollution Control District, Staff Report, Addressing Greenhouse Gas Emission Impacts under CEQA, December 17, 2009.

United Nations Statistics Division, "Environment Indicators: Greenhouse Gas Emissions," http://unstats.un.org/unsd/ENVIRONMENT/air_greenhouse_emissions.htm.

United Nations Framework Convention on Climate Change, "National Greenhouse Gas Inventory Data for the Period 1990–2006 and Status of Reporting," November 17, 2008.

United Nations Framework Convention on Climate Change, "Sixth compilation and synthesis of Initial national communications from Parties not included in Annex I to the Convention", October 25, 2005.

U.S. Environmental Protection Agency. Methane: Sources and Emissions. <http://www.epa.gov/methane/sources.html> visited September 2, 2009.

U.S. Environmental Protection Agency. Nitrous Oxide: Sources and Emissions. <http://www.epa.gov/methane/sources.html>, visited November 10, 2009.

U.S. Environmental Protection Agency, "Climate Change," <http://epa.gov/climatechange/index.html>.

U.S. Environmental Protection Agency, "Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2005," April 2007.

U.S. Environmental Protection Agency, "Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2007," April 2009.

This page intentionally left blank

ACOUSTICAL ANALYSIS
PROPOSED RAVI MIXED-USE DEVELOPMENT
DEMAREE STREET & VISALIA PARKWAY
VISALIA, CALIFORNIA

PREPARED FOR

RAVI HOMES LLC
c/o TPG CONSULTING, INC.
222 N. GARDEN ST., SUITE 100
VISALIA, CALIFORNIA 93291

PREPARED BY

BROWN-BUNTIN ASSOCIATES, INC.
VISALIA, CALIFORNIA

JUNE 25, 2012

INTRODUCTION

The project is a proposed mixed-use development to be located on the southeast corner of Demaree Street and Visalia Parkway within the City of Visalia, California. The project would include a combination of single-family residential, multi-family residential (senior housing) and commercial uses. Commercial uses would include commercial retail lease spaces, a convenience store, gas station and drive-through car wash. Land uses surrounding the project site include existing single-family homes to the east and south, existing and planned residential uses to the north and existing residential and agricultural uses to the west. The City of Visalia has required an acoustical analysis for the project to determine if noise mitigation will be required for compliance with applicable noise standards.

This report is based upon the project site plan dated May 23, 2012, measured noise data obtained by Brown-Buntin Associates, Inc. (BBA) and information provided to BBA by the project developer concerning the proposed uses and hours of operation of the car wash. Revisions to the site plan or other project-related information available to BBA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

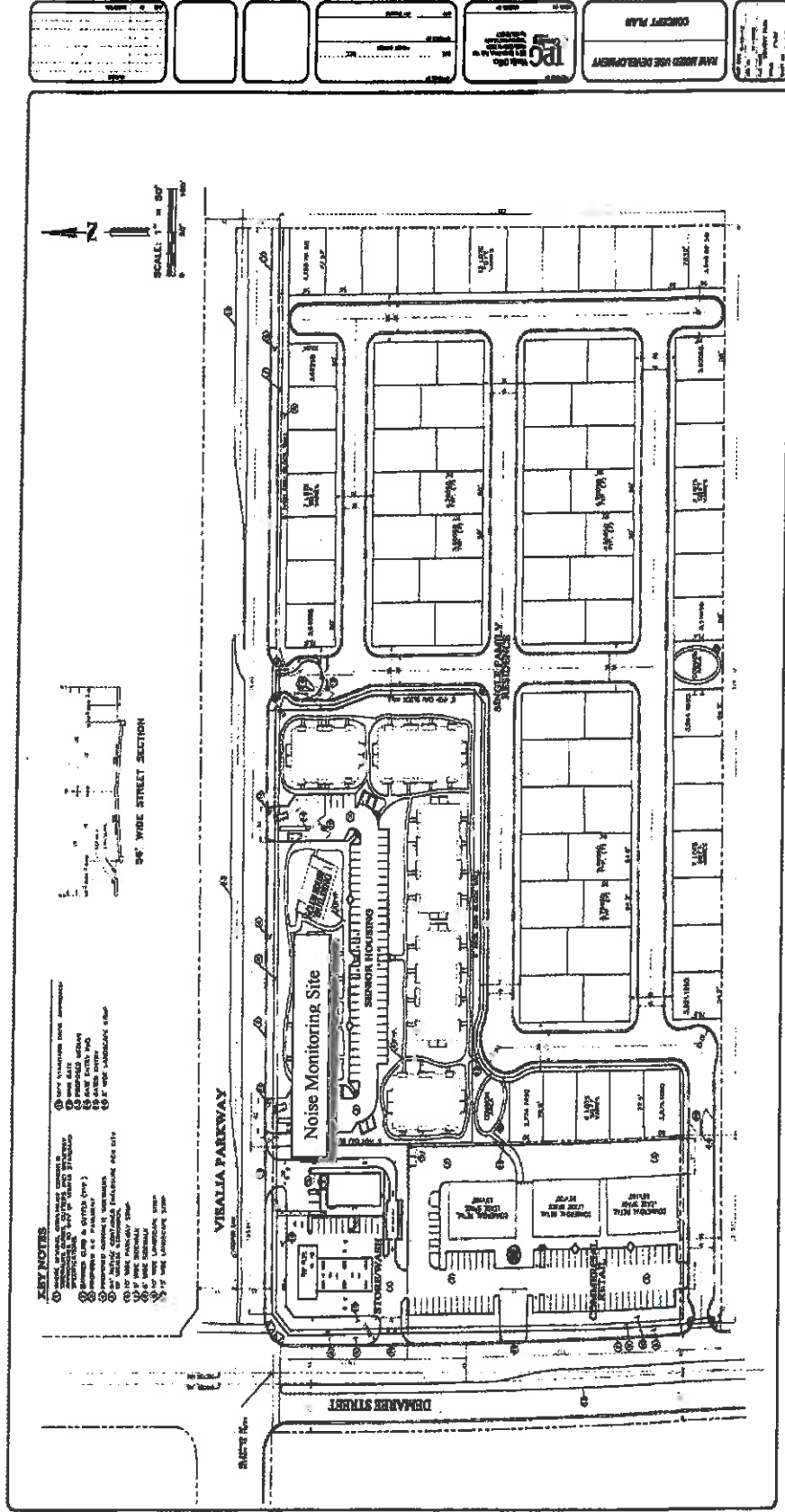
The City of Visalia Noise Element of the General Plan (noise element) establishes noise level criteria in terms of the Day-Night Average Level (DNL) metric. The DNL is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The DNL represents cumulative exposure to noise over time and is calculated based upon *annual average* conditions.

The exterior noise level standard of the noise element is 65 dB DNL in outdoor activity areas of residential uses. Outdoor activity areas generally include backyards of single-family residences and individual patios or decks and common outdoor activity areas of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

The noise element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB DNL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

Ordinance No. 90-03 of the Visalia Ordinance Code (noise ordinance) applies to noise sources that are not pre-empted from local control by existing state or federal regulations. The proposed car wash is not a pre-empted noise sources and is therefore subject to the provisions of the noise ordinance.

Figure 1: Project Site and Ambient Noise Monitoring Location



The noise ordinance addresses the statistical distribution of noise over time and allows for progressively shorter periods of exposure to levels of increasing loudness. Table I summarizes the exterior noise level standards of the ordinance. Note that the ordinance is to be applied during any one-hour time period of the day, and that the standards are 5 dB more restrictive during the evening and nighttime hours between 7:00 p.m. and 6:00 a.m. Also, the standards of the noise ordinance may be adjusted if existing noise levels not related to the source of concern already exceed the standards of the ordinance.

<p style="text-align: center;">TABLE I</p> <p style="text-align: center;">EXTERIOR NOISE LEVEL STANDARDS, dBA</p> <p style="text-align: center;">CITY OF VISALIA NOISE ORDINANCE</p>			
Category	Cumulative # Min/Hr. (L_n)	Daytime (6am-7pm)	Nighttime (7pm-6am)
1	30 (L_{50})	50	45
2	15 (L_{25})	55	50
3	5 ($L_{8.3}$)	60	55
4	1 ($L_{1.7}$)	65	60
5	0 (L_{max})	70	65

Note: L_n is an abbreviation for the percentage of time that a certain noise level is exceeded during a specified time period (in this case, one hour). For example, an L_{50} value of 50 dBA may not be exceeded during the hours of 6 am-7pm.

EXISTING PROJECT SITE NOISE EXPOSURE

Existing sources of noise within and adjacent to the project site include traffic on Demaree Street and Visalia Parkway and intermittent farming operations. Ambient noise level measurements were conducted on June 19, 2012 at the location noted on Figure 1. The monitoring site is representative of the approximate setback of the closest proposed residential uses to Demaree Street and Visalia Parkway and to the proposed car wash.

Noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL 820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated in the field prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. Table II summarizes the ambient noise measurement results.

Table II indicates that existing ambient noise levels in the project vicinity are in the range of 35-63 dBA with an energy average level (L_{eq}) of 50.4 dBA. The predominant noise source at the time of the ambient noise level measurements was traffic on Demaree Street. It is noted that Demaree Street is currently under construction to provide four through lanes of traffic. Measured traffic noise levels were therefore somewhat less than would be expected in the future after improvements are complete. The estimated DNL within the project site is in the range of 50-65 dB, depending upon distance from Demaree Street. This is a typical noise exposure for many Visalia neighborhoods located near a major arterial roadway.

TABLE II								
SUMMARY OF AMBIENT NOISE LEVEL MEASUREMENTS								
JUNE 19, 2012								
Time	Location	A-weighted Decibels, dBA						
		L _{eq}	L _{min}	L _{max}	L ₅₀	L ₂₅	L _{9.3}	L _{1.7}
11:15-11:30 a.m.	Project site @ 100' from Visalia Parkway Centerline	50.4	35.2	62.6	44.4	49.8	55.3	59.8
Source: Brown-Buntin Associates, Inc.								

PROJECT-RELATED NOISE LEVELS

Traffic Noise:

The project site is exposed to noise from traffic on Demaree Street and Visalia Parkway. Demaree Street is considered an arterial roadway and Visalia Parkway is considered a collector street. The closest proposed noise-sensitive land uses to Demaree Street and Visalia Parkway would be located approximately 275 feet and 75 feet from the center of the roadways, respectively. When the project is developed, there would be a row of commercial buildings located between Demaree Street and the closest residences to the east. Additionally, the project site plan shows that there would be 6 foot-high concrete block wall located between the commercial uses along Demaree Street and the closest residences to the east.

Existing (2011) and projected future (2030) traffic noise exposure within the project site was calculated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model. The FHWA Model is a standard analytical method used by state and local agencies for roadway traffic noise prediction. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ±1.5 dB. To predict DNL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Annual average traffic volumes on Demaree Street and Visalia Parkway for existing (2011) and future (2030) conditions were obtained from the City of Visalia. Existing traffic volumes are based upon actual traffic counts and future volumes are projections obtained from the Tulare County Association of Governments (TCAG). Future projections for Visalia Parkway are based upon the assumption that the roadway would be extended so that it is continuous between Demaree Street and Santa Fe Street to the east. Future projections therefore show a very significant increase in traffic on that roadway. The percentages of medium and heavy trucks used for noise modeling were estimated by BBA based upon studies conducted along similar roadways. Table III summarizes the traffic data assumptions used to model noise exposure from Demaree Street and Visalia Parkway within the project site. The data summarized in Table III represent the best information known to BBA at the time this analysis was prepared.

TABLE III
TRAFFIC NOISE MODELING ASSUMPTIONS
RAVI MIXED-USE DEVELOPMENT

	Demaree Street		Visalia Parkway	
	2011	2030	2011	2030
Annual Avenue Daily Traffic (AADT)	13,900	23,800	2,150	19,500
Day/Night Split (%)	90/10	90/10	90/10	90/10
Posted Vehicle Speed (mph)	45	45	40	40
% Medium Trucks (% AADT)	2.0	2.0	1.0	1.0
% Heavy Trucks (% AADT)	1.0	1.0	0.5	0.5
Sources: Brown-Buntin Associates, Inc. City of Visalia				

Using data from Table III and the FHWA Model, existing and projected future traffic noise exposure was calculated for the project site. For Demaree Street, traffic noise exposure at a setback of 275 feet from the center of the roadway was 56.6 and 59.0 dB DNL for existing and future conditions, respectively. Traffic noise exposure from Demaree Street would actually be less than that when acoustic shielding from intervening commercial buildings and the proposed 6 foot-high concrete block wall are taken into consideration. Such levels comply with the city's 65 dB DNL exterior noise level standard.

For Visalia Parkway, traffic noise exposure at a setback of 75 feet from the center of the roadway was calculated to be 55.1 and 64.7 dB DNL for existing and future conditions, respectively. Projected future traffic noise equals but does not exceed the city's 65 dB DNL exterior noise level standard at the closest multi-family (senior housing) buildings. The single-family homes that would be located along Visalia Parkway would back up to the roadway and there would be a 6 foot-high concrete block wall along the rear of the lots. The block wall would be expected to reduce exterior noise exposure to 60 dB DNL or less for projected future conditions. It is noted that the future traffic volume projection for Visalia Parkway represents a nine-fold increase in traffic. This is believed to represent a worst-case condition after Visalia Parkway has been extended to provide a continuous connection between Demaree Street and Santa Fe Street.

Commercial Noise:

A convenience store, gas station and car wash are proposed for the northwest corner of the project site at the intersection of Demaree Street and Visalia Parkway. There are also three commercial retail lease spaces of approximately 6,500 square feet each proposed for the project frontage along Demaree Street. None of the commercial retail lease spaces are expected to produce truck traffic and there are no loading docks located on the east side of the proposed buildings. Of these proposed commercial uses, only the car wash has the potential to exceed the city's noise level standards at existing or proposed noise-sensitive land uses.

The specific type of car wash equipment to be installed was not known to BBA at the time this analysis was prepared. However, the project developer has indicated that the car wash could be similar to other self-contained car washes in Visalia. BBA therefore used file data obtained at an existing car wash facility located south of the Shell Gas Station at the southeast corner of Plaza

Drive and Goshen Avenue in Visalia. Measurements were conducted during the morning of July 6, 2011 using the previously-described noise monitoring equipment.

The tested car wash facility utilizes a LaserWash Touch Free G5 S-Series washer with a MaxAir dryer. The assumption has been made for this analysis that this equipment is similar in terms of noise generation to the car wash equipment that would be installed for the Ravi mixed-use development project. Reference noise measurements were obtained at a distance of approximately 60 feet from the car wash tunnel exit. Noise measurements were also conducted at various other locations around the facility to evaluate potential acoustic shielding provided by the car wash structure.

Table IV summarizes reference noise measurement data. Three (3) closely-spaced car wash cycles were measured at the 60 foot-reference location. It was determined that the wash and rinse cycles produce noise levels in the range of 50-56 dBA and that the drying cycle produces noise levels in the range of 70-74 dBA. The energy average level (L_{eq}) for the three cycles was 67.6 dBA. It was also determined that the car wash structure provides 2-5 dB of acoustic shielding at angles of 45° to 90° relative to the car wash tunnel openings. Noise levels were found to be approximately the same at the entrance and exit openings of the tunnel because the car wash equipment moves back and forth over the vehicle being washed on an overhead rail system. The noise measurement data shown in Table IV are assumed to represent typical peak car wash operations.

TABLE IV						
REFERENCE NOISE LEVEL DATA						
@ 60 FEET FROM TUNNEL ENTRANCE/EXIT						
Car Wash Location	A-weighted Decibels, dBA					
	L_{eq}	L_{max}	L_{50}	L_{25}	$L_{8.3}$	$L_{1.7}$
Shell Station Car Wash 1330 N. Plaza Drive	67.6	74	54	56	73	74
Source: Brown-Buntin Associates, Inc.						

The closest noise-sensitive receptor to the car wash would be a multi-family building located at the southwest corner of the senior housing portion of the development. The distance from the car wash tunnel entrance to the building would be approximately 75 feet. The closest existing residential use to the proposed car wash would be a single-family home located on the north side of Visalia Parkway at a distance of approximately 300 feet from the tunnel structure.

The data summarized in Table IV were used to calculate project-related noise levels at the closest noise-sensitive receptors. For the calculations it was assumed that sound is attenuated with increasing distance at the normal rate for a "point" noise source (6 dB/doubling of distance). Calculated levels are compared to the standards of the city's noise ordinance in Table V.

TABLE V							
CAR WASH NOISE EXPOSURE COMPARED TO NOISE ORDINANCE STANDARDS AT CLOSEST SENSITIVE RECEIVER							
RAVI MIXED-USE DEVELOPMENT CAR WASH							
Category	Cumulative # Min/Hr. (L_9)	Daytime (6:00 a.m.-7:00 p.m.)			Nighttime (7:00 p.m.-6:00 a.m.)		
		Noise Standard	Project Noise	Compliance	Noise Standard	Project Noise	Compliance
1	30 (L_{50})	50	52	No	45	52	No
2	15 (L_{25})	55	54	Yes	50	54	No
3	5 ($L_{8.3}$)	60	71	No	55	71	No
4	1 ($L_{1.7}$)	65	72	No	60	72	No
5	0 (L_{max})	70	72	No	65	72	No

Source: Brown-Buntin Associates, Inc.

From Table V it may be determined that noise levels generated by the car wash would be expected to exceed the city's noise ordinance standards in all but one statistical category (L_{25}) during the daytime hours and in all categories during the nighttime hours. Calculated noise levels do not take into consideration potential acoustic shielding provided by the proposed 6 foot-high concrete block wall between the car wash and closest receiver to the east. The height of the proposed wall would need to be increased in order to be effective, as described below.

Noise levels from the proposed car wash would be expected to comply with the city's noise ordinance standards in all categories at the closest existing residential uses due to increased distance and acoustic shielding provided by proposed intervening commercial buildings and the car wash tunnel structure.

Compliance with the city's *noise element* is determined using the DNL descriptor. The DNL may be calculated using the L_{eq} measured during typical source operations and the assumed hours of operation. If it is assumed that the car wash could operate continuously at the closely-spaced cycles described above, and that such operations could occur continuously between the hours of 7:00 a.m. and 7:00 p.m. (a worst-case scenario), the calculated DNL at the closest noise-sensitive building would be approximately 60 dB. This complies with the city's land use compatibility standard of 65 dB DNL.

It was not known to BBA at the time this analysis was prepared if the project would utilize vacuums or where they might be located. It has therefore been assumed that vacuums would not be installed as part of the project. For informational purposes, the coin-operated vacuum located at the above-described test location produced a noise level of 65 dBA at a distance of 25 feet.

NOISE MITIGATION

Traffic Noise Mitigation:

Traffic noise mitigation exterior to buildings will not be required for the project since traffic noise exposure within the portions of the site where noise-sensitive buildings or outdoor activity areas would be located will not exceed the city's 65 dB DNL exterior noise level standard.

Compliance with the city's 45 dB DNL interior noise level standard would also be achieved without additional noise mitigation since normal residential construction will achieve an outdoor-to-indoor noise level reduction (NLR) of approximately 25 dB with windows and doors closed (65 dB-25 dB=40 dB). Requiring that windows and doors may be left closed for noise insulation means that air conditioning or mechanical ventilation must be included in the final project design.

Commercial Noise Exposure:

Table V shows that noise levels generated by the car wash would be expected to exceed the city's noise standards by up to 11 dB in the $L_{8,3}$ category of the noise ordinance during the daytime hours as defined by the ordinance. Noise levels from the car wash could exceed the city's nighttime standards by up to 16 dB. The project developer has proposed that a concrete block wall be located between commercial uses and the residential portions of the project site. The proposed height of the wall is 6 feet. Due to the height of the overhead car wash noise source, a 6 foot-high wall will provide only minimal noise reduction at the closest sensitive receivers.

The minimum required height of a sound wall was calculated using a sound wall insertion loss program based on the FHWA Model. The model calculates the insertion loss (noise reduction) of a wall of given height based on the effective height of the noise source, height of the receiver, distance from the receiver to the wall, and distance from the noise source to the wall. It was assumed for the sound wall calculations that the effective car wash equipment source height is 6 feet above the ground. The standard height of a residential receiver is 5 feet above the building pad elevation.

Based upon the above-described assumptions and method of analysis, it was determined that a 10 foot-high sound wall would reduce car wash noise levels to within compliance with the city's daytime noise ordinance standards. Compliance with the city's nighttime noise ordinance standards would require a wall height greater than 12 feet. Such walls are generally impractical to construct and aesthetically undesirable. The 10 foot-high sound wall would need to extend from a point 50 feet north of the closest residential building southward for a distance of 200 feet. That would place the southern end of the 10 foot-high sound wall at the north side of the pedestrian access opening to the common outdoor area shown on Figure 1.

CONCLUSIONS AND RECOMMENDATIONS

The proposed Ravi mixed-use development will comply with applicable City of Visalia exterior and interior noise level requirements provided the following noise mitigation measures are included in the final project design.

1. The car wash hours of operation should be limited to the daytime hours as defined by the city's noise ordinance (6:00 a.m.-7:00 p.m.).
2. The height of the proposed concrete block wall between the commercial and residential portions of the project site should be increased from 6 feet to 10 feet from a point 50 feet north of the closest residential building southward for a distance of 200 feet. That portion of the wall should be continuous without gaps or openings. The 10 foot-high section of the wall would terminate at the north side of the pedestrian access opening shown on the project site plan (Figure 1).

3. Air conditioning or mechanical ventilation should be required for the first row of residential buildings facing Visalia Parkway so that windows and doors could remain closed for noise insulation purposes.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to Brown-Buntin Associates, Inc. (BBA) at the time the analysis was prepared concerning the proposed site plan, traffic volumes, roadway configurations, car wash equipment and hours of use. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in car wash equipment technology, noise regulations or other factors beyond BBA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Robert E. Brown
President

REB:dm

APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/ L_{dn} : Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq} : Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max} : The maximum noise level recorded during a noise event.

L_n : The sound level exceeded "n" percent of the time during a sample interval (L_{90} , L_{50} , L_{10} , etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE
CONTOURS:**

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

**NOISE LEVEL
REDUCTION (NLR):**

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL:

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION
CLASS (STC):**

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

TJKM
Transportation
Consultants

Vision That Moves Your Community

Draft Report

Traffic Impact Analysis for the Ravi Homes Mixed-Use Development at the Southeast Corner of Demaree Street and Visalia Parkway

In the City of Visalia

October 5, 2012

Pleasanton
Fresno
Sacramento
Santa Rosa



Vision That Moves Your Community

Draft Report

Traffic Impact Analysis for the Ravi Homes Mixed-Use Development at the Southeast Corner of Demaree Street and Visalia Parkway

In the City of Visalia

October 5, 2012

This Traffic Impact Analysis Report has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein, and has judged the qualifications of any technical specialists providing engineering data, on which recommendations, conclusions, and decisions are based.

Prepared By:

Jose Luis Benavides, P.E.
Senior Associate & Fresno Branch Manager
TJKM Transportation Consultants
516 W. Shaw Avenue, Suite 200
Fresno, CA 93704-2515
Tel: 559-325-7530
Fax: 559-221-4940



www.tjkm.com

Table of Contents

Introduction and Summary	1
Introduction.....	1
Summary.....	1
Existing Traffic Conditions	1
Opening Year 2013 plus Project Traffic Conditions.....	1
Mid Term Year 2018 plus Project Traffic Conditions.....	2
Cumulative Year 2035 No Project Conditions.....	2
Cumulative Year 2035 plus Project Conditions.....	3
Existing Conditions and Study Methodology	5
Roadway Network.....	5
Level of Service Analysis Methodology.....	6
Criteria of Significance.....	6
Traffic Volumes, Intersection Geometrics, and Traffic Control.....	7
Study Intersection and Segments	7
Study Scenarios.....	9
Transit.....	9
Bikeways.....	9
Results of Existing Level of Service Analysis.....	10
Traffic Signal Warrants	10
Collision Analysis	11
Impacts of Proposed Project and Background Traffic Growth.....	12
Proposed Project Description	12
Project Access and Internal Circulation.....	12
Trip Generation.....	12
Trip Distribution and LOS Analysis.....	16
Traffic Signal Warrants	17
Impacts of Approved Projects	20
Description of Approved and Pipeline Projects	20
Near Term Year 2018 (Existing plus Approved and Pipeline Projects) plus Project Traffic Conditions	21
Traffic Signal Warrants	23
Cumulative Year 2035 No Project Conditions	27
Traffic Signal Warrants	30
Cumulative Year 2035 plus Project Conditions.....	32
Traffic Signal Warrants	33
Transportation Impact Fees and Fair Share Analysis.....	37
Queuing Analysis.....	37
Conclusions and Recommendations	40
Existing Conditions.....	40
Opening Year 2013 plus Project Traffic Conditions	40
Mid Term Year 2018 plus Project Traffic Conditions.....	40
Cumulative Year 2035 No Project Conditions.....	41
Cumulative Year 2035 plus Project Conditions	41
Study Participants.....	43
TJKM Personnel.....	43
Persons Consulted.....	43
References	43

List of Appendices

Appendix A – Level of Service Methodology	
Appendix B – Existing Traffic Counts	
Appendix C – LOS Worksheets: Existing	
Appendix D – LOS Worksheets: Opening Year 2013 + Project	
Appendix E – LOS Worksheets: Near Term Year 2018 + Project	
Appendix F – LOS Worksheets: Cumulative Year 2035 No Project	
Appendix G – LOS Worksheets: Cumulative Year 2035 + Project	
Appendix H – MUTCD Peak Hour Signal Warrants	
Appendix I – TCAG Model Output	

List of Figures

Figure 1: Vicinity Map	4
Figure 2: Existing – Traffic Volumes, Geometrics, and Controls	8
Figure 3: Site Plan with Assignment of Year 2013 Driveway Trips	15
Figure 4: Year 2013 – Project Only Trips	18
Figure 5: Opening Year 2013 plus Project – Traffic Volumes, Geometrics, and Controls	19
Figure 6: Year 2018 – Project Only Trips	24
Figure 7: Site Plan with Assignment of Years 2018 and 2035 Driveway Trips	25
Figure 8: Near Term (Year 2018) plus Project – Traffic Volumes, Geometrics, and Controls	26
Figure 9: Cumulative Year 2035 No Project – Traffic Volumes, Geometrics, and Controls	31
Figure 10: Year 2035 – Project Only Trips	35
Figure 11: Cumulative Year 2035 plus Project – Traffic Volumes, Geometrics, and Controls	36

List of Tables

Table I: Existing Intersection Level of Service Results	11
Table II: Existing Segment Level of Service Results	11
Table III: Proposed Project Trip Generation	13
Table IV: Internal Capture Trip Reduction	13
Table V: Pass-By Trip Reduction for Near Term Scenarios	13
Table VI: Pass-By Trip Reduction for Long Term Scenarios	14
Table VII: Opening Year 2013 plus Project – Intersection Level of Service Results	17
Table VIII: Opening Year 2013 plus Project – Segment Level of Service Analysis	17
Table IX: Approved and Pipeline Projects Trip Generation	20
Table X: Near Term Year 2018 plus Project – Intersection Level of Service Results	23
Table XI: Near Term (Year 2018) plus Project – Segment Level of Service Results	23
Table XII: Cumulative Year 2035 No Project – Intersection Level of Service Results	29
Table XIII: Cumulative Year 2035 No Project – Segment Level of Service Results	29
Table XIV: Cumulative Year 2035 plus Project – Intersection Level of Service Results	32
Table XV: Cumulative Year 2035 plus Project – Segment Level of Service Results	33
Table XVI: Project’s Fair Share of the Future Improvements	37
Table XVII: Queuing Analysis	38

Introduction and Summary

Introduction

This report describes TJKM's Traffic Impact Analysis (TIA) for the Ravi Homes Mixed-Use Development (Project). Ravi Homes is processing a General Plan Amendment and Rezoning request for approximately 19.3 acres of property (APN 126-011-20) located at the southeast corner of Demaree Street and Visalia Parkway in the City of Visalia. The Project proposes to develop the site with a mix of uses which would contain 19,500 square feet of commercial/retail, a 3,040 square feet convenience market with six gasoline pumps and a 990 square feet self service car wash, 46 senior housing units, and 80 single family residential units. While the subject property is currently within the Visalia City limits, it is outside the adopted urban development boundary of the City. Figure 1 shows the location of the proposed project site relative to the surrounding roadway network.

The purpose of this TIA is to evaluate the potential traffic impacts, identify short-term, mid-term and long-term roadway and circulation needs, determine potential mitigation measures, and identify any critical traffic issues that should be addressed in the on-going planning process. The scope of work was prepared via consultation with the City of Visalia Traffic Engineering, County of Tulare, and Caltrans.

Summary

The potential impacts of the proposed project were evaluated in accordance with the standards set forth by the level of service policies of the City of Visalia, County of Tulare, and Caltrans.

Existing Traffic Conditions

- Currently, all study segments operate at LOS B or better during the daily, a.m. and p.m. peak hour conditions.
- Under this scenario, with the exception of the intersection of Mooney Boulevard/Avenue 272, all study intersections operate at LOS D or better. The intersection of Mooney Boulevard/Avenue 272 is a Two-way STOP controlled (TWSC) intersection that operates at LOS F but has very low volumes on Avenue 272. The Highway Capacity Manual (HCM) recommends that in evaluating the overall performance of TWSC intersections it is important to consider measures of effectiveness in addition to delay. These measures of effectiveness include volume to capacity (v/c) ratios, average queue lengths, and 95th percentile queue lengths. While the queue lengths are found to be acceptable the v/c ratio is not. To improve the v/c ratio to an acceptable level it is recommended that a 125 foot eastbound right turn lane be implemented.
- Since the intersection of Mooney Boulevard/ Avenue 272 does not satisfy signal warrants, the reduction in delay for the stop-controlled vehicles may not justify new delays that would be incurred by the major street traffic (which is currently not stopped). Under these circumstances, the installation of a traffic signal is not recommended and the LOS for stop-controlled vehicles would be considered an "adverse but not significant" impact.

Opening Year 2013 plus Project Traffic Conditions

- In the Year 2013 the project is estimated to generate a maximum of 2,983 daily trips, 190 a.m. and 264 p.m. peak hour net new project trips.
- With the exception of the intersections of Mooney Boulevard/Avenue 272 and Demaree Street/Avenue 272, all study intersections are projected to operate at LOS D or better. Similar to the existing conditions scenario the v/c ratio was determined for both

intersections. For the intersection of Demaree Street/Avenue 272, the v/c ratios were found to be less than 1.0 and therefore considered acceptable and as a result no mitigation is necessary. The v/c ratio for the intersection of Mooney Boulevard/Avenue 272 is greater than 1.0 during the p.m. peak period. The addition of lanes alone is not projected to improve the v/c ratio to 1.0 or less. Therefore since the intersection meets peak hour signal warrants it is recommended that the intersection be signalized with protective left turn phasing in all directions. With these improvements the intersection is projected to improve to LOS C or better during the a.m. and p.m. peak periods.

- Under this scenario, all study segments are projected to operate at LOS C or better during the daily, a.m. peak hour, and p.m. peak hour conditions.
- Bike lanes should be planned for the project's frontage improvements to Demaree Street and Visalia Parkway.
- TJKM's review of the proposed internal circulation network and found no deficiencies.

Mid Term Year 2018 plus Project Traffic Conditions

- Under this scenario, all study segments are projected to operate at LOS D or better during the daily, a.m. peak hour, and p.m. peak hour conditions.
- Under this scenario, several of the study intersections are projected to exceed LOS D during one or both peak hours.
- The detailed mitigation measures presented in the Near Term Year 2018 plus Project scenario will be necessary in order to improve the LOS at the following intersections:
 - Dans Street/Visalia Parkway
 - Mooney Boulevard (SR 63)/Visalia Parkway
 - Demaree Street/Avenue 272
 - Mooney Boulevard (SR 63)/Avenue 272

Cumulative Year 2035 No Project Conditions

- Under this scenario, several of the study intersections are projected to exceed LOS D during one or both peak hours.
- The detailed improvements presented in the Cumulative Year 2035 No Project scenario will be necessary in order to maintain an acceptable LOS D or better in the year 2035 without the proposed Project. The intersections projected to exceed LOS D are listed below along with the brief description of the recommended improvements. The specific improvements are contained within the body of the TIA report.
 - Linwood Street/Visalia Parkway; add approach lanes on all legs and install all-way STOPS.
 - Dans Street/Visalia Parkway, add approach lanes on the west, north and south legs, and signalize the intersection.
 - County Center Drive/Visalia Parkway, add approach lanes on the west, north and south legs and signalize the intersection.
 - Mooney Boulevard (SR 63)/Visalia Parkway, add approach lanes on the west and south legs and modify the traffic signal.
 - Demaree Street/Avenue 272; signalize the intersection.
 - Mooney Boulevard (SR 63)/Avenue 272; add approach lanes on the east and west legs and signalize the intersection.

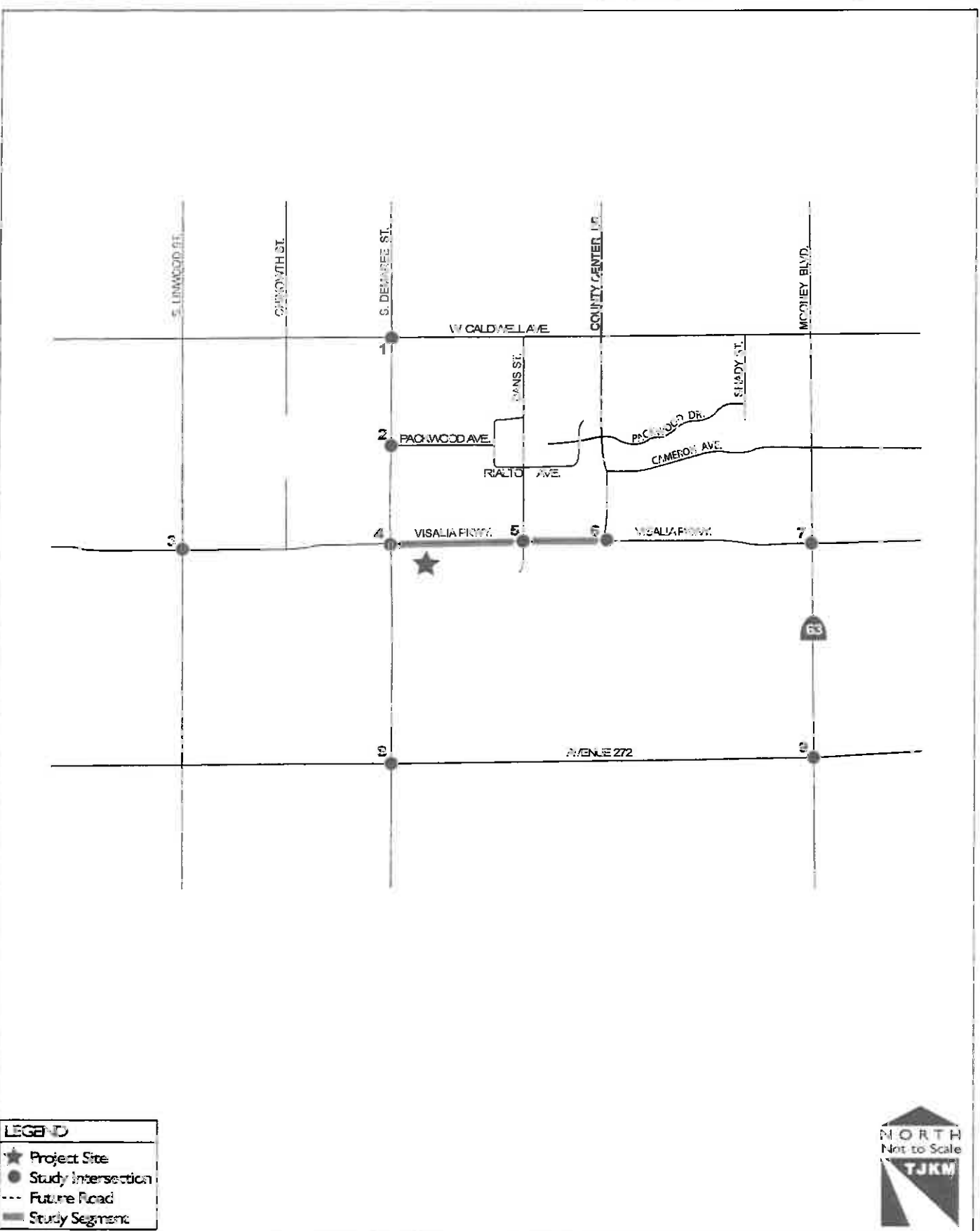
- Under this scenario, the segments of Visalia Parkway between Demaree Street and County Center Drive are projected to operate at LOS F during the p.m. peak hours. To improve the LOS to D or better, it is recommended that Visalia Parkway to be built as a four lane arterial.

Cumulative Year 2035 plus Project Conditions

- Similar to the Year 2035 No Project scenario, the intersections of Linwood Street/ Visalia Parkway, Dans Street/Visalia Parkway, County Center Drive/Visalia Parkway, Mooney Boulevard (SR 63)/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard (63)/Avenue 272 are projected to exceed LOS D.
- To improve the LOS to D or better, the improvements presented under the Cumulative Year 2035 No Project are recommended. Additionally at the intersection of Mooney Boulevard (SR 63)/Visalia Parkway it is recommended that a second northbound left turn lane be marked.
- Similar to the previous scenario, the study segments are projected to operate at LOS F during the p.m. peak hours. To improve the LOS to D or better the same improvements as presented in the Cumulative Year 2035 No Project should be implemented.
- It is recommended that this project contribute its equitable fair share to Caltrans facilities as noted in Table XVI.
- It is recommended that the City consider increasing the storage lengths of the left and right turn lanes as indicated in the Cumulative Year 2035 plus Project queuing analysis found on Table XVII.

City of Visalia - Ravi Homes Mixed-Use Development
Vicinity Map

Figure
1



Existing Conditions and Study Methodology

Roadway Network

The project site and surrounding study area are illustrated in Figure 1. Important roadways adjacent to the project site are discussed below.

Caldwell Avenue is an existing four-lane divided arterial which provides east/west circulation from State Route 99 eastward through the urban area. This facility is also known as Avenue 280 and extends from Kings County in the west to Exeter in the east. The 2020 City of Visalia Transportation Master Plan indicates Caldwell Avenue is to be improved to a four-lane arterial from State Route (SR) 99 to Road 152, and to a six-lane arterial at the Mooney Boulevard (SR 63) intersection.

Packwood Avenue is an existing two-lane east west local street that provides a connection to Demaree Street.

Visalia Parkway (Avenue 276) is a two-lane undivided collector located on the southern portion of the City limits. This is an east/west roadway between Shirk Road and Dans Street just east of Demaree Street. The 2020 City of Visalia Transportation Master Plan indicates Avenue 276 is to be extended from Dans Street easterly to Road 148. This roadway is also planned to be upgraded to a four-lane divided collector to serve as an alternative to Caldwell Avenue.

Avenue 272 is a two-lane undivided east west arterial in the vicinity to the proposed project. This facility is classified as an arterial between Shirk Road and Road 122 and continues from Road 126 to the eastern urban area. Avenue 272 is in the southern region of the urban area boundary, and is the southernmost arterial in the City of Visalia Circulation Element.

Linwood Street is classified as a north-south collector and consists of two separate segments. The first segment is from Riggin Avenue southerly to Houston Avenue and the second segment is from Hurley Avenue southerly to Visalia Parkway. The City of Visalia Transportation Master Plan indicates an extension for both segments of Linwood Street. The north segment will be extended northerly to Avenue 320, and the south segment will be extended southerly to Avenue 272, both as a two-lane collector.

Demaree Street is an existing two to four-lane undivided arterial near the vicinity of the proposed project. Demaree Street is a north/south roadway providing circulation through the west central portion of Visalia to the City of Tulare approximately 10 miles to the south. Demaree Road is also known as County Road 108.

Dans Street is an existing two-lane north south local street that provides a connection between Caldwell Avenue and Parkway Drive.

County Center Drive is a two-lane undivided collector linking Main Street at its northern end to Visalia Parkway at its southern end. This collector facility provides north/south access between the parallel roads of Demaree Street and Mooney Boulevard (SR 63). The City of Visalia Transportation Master Plan indicates an additional segment of County Center Drive is to be constructed from Houston Avenue, northerly to Avenue 320, as a two-lane collector.

Mooney Boulevard (SR 63) is an existing four to six-lane divided arterial in the vicinity of the proposed project. Mooney Boulevard is a north/south roadway connecting the City of Visalia to the City of Tulare to the south. This roadway is classified as a major arterial between Main Street and Avenue 272 and an arterial between Goshen Avenue and Riggan Avenue. Mooney Boulevard is the alignment for SR 63 south of SR 198. City of Visalia Transportation Master Plan indicates Mooney Boulevard is to be extended northerly from Riggan Avenue to Avenue 320 as a two lane arterial. LOS D was assigned to all segments on Route 63 within District 6, because the route is functionally classified as a Principal Arterial and Minor Arterial. Four of its 13 segments are located in an urban area. Route 63 is a commuter route. The route provides access to the main commercial strip and government centers in Visalia. Route 63 is signalized throughout Visalia. The signals contribute to the urban character and the Route's travel impacts.

SR 99 is an existing a four-to-six-lane freeway near the vicinity of the proposed project. SR 99 lies to the west of the City of Visalia and traverses in a northwest-southeast direction. SR 99 serves as the principal connection to various metropolitan areas within the Central San Joaquin Valley.

Level of Service Analysis Methodology

Level of Service is a qualitative index of the performance of an element of the transportation system. Level of Service (LOS) is a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating unacceptable congestion and delays. LOS in this study describes the operating conditions for unsignalized and signalized intersections and segments.

The *2000 Highway Capacity Manual* is the standard reference published by the Transportation Research Board, and contains the specific criteria and methods to be used in assessing LOS. HCS+T7F and Synchro software were used to define LOS in this study. Details regarding these calculations are in Appendix A.

A traffic impact is considered significant if it renders an unacceptable LOS on a street segment or at an intersection, or if it worsens an already unacceptable LOS conditions on a street segment or intersection.

At unsignalized intersections, a traffic impact would be considered "adverse but not significant" if the LOS standard is exceeded but the projected traffic does not satisfy traffic signal warrants. Under these conditions, the typical means to completely alleviate delays to stop controlled vehicles would be to install a traffic signal. However, the unmet signal warrants would imply that the reduction in delay for the stop-controlled vehicles may not justify new delays that would be incurred by the major street traffic (which is currently not stopped). Under these circumstances, the installation of a traffic signal would not be recommended and the substandard LOS for stop-controlled vehicles would be considered "adverse but not significant" impact.

Criteria of Significance

The Visalia General Plan has established LOS D as the acceptable level of service threshold on most major streets. LOS D is used to evaluate the potential significance of level of service impacts to City of Visalia intersections and segments.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities. Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. A review of the SR 63 corridor concept report indicated that the LOS threshold for SR 63 within district 6 has been set a LOS D.

Traffic Volumes, Intersection Geometrics, and Traffic Control

The existing segment daily volumes, and the a.m. and p.m. peak hour intersection turning movement counts were conducted between March and early June 2011 while schools in the project's vicinity were in session. The existing turning movement volumes, lane geometry and intersection controls are illustrated in Figure 2. The raw segment and intersection turning movement count data is contained in Appendix B.

Study Intersection and Segments

The study focused on evaluating traffic conditions at intersections and street segments that may potentially be impacted by the proposed project. The study intersections and segments are shown in Figure 2.

Intersections:

1. Demaree Street/Caldwell Avenue
2. Demaree Street/Packwood Avenue
3. Linwood Street/Visalia Parkway
4. Demaree Street/Visalia Parkway
5. Dan Street/Visalia Parkway
6. County Center Drive/Visalia Parkway (future)
7. Mooney Boulevard (SR 63)/Visalia Parkway
8. Demaree Street/Avenue 272
9. Mooney Boulevard (SR 63)/Avenue 272

Segments:

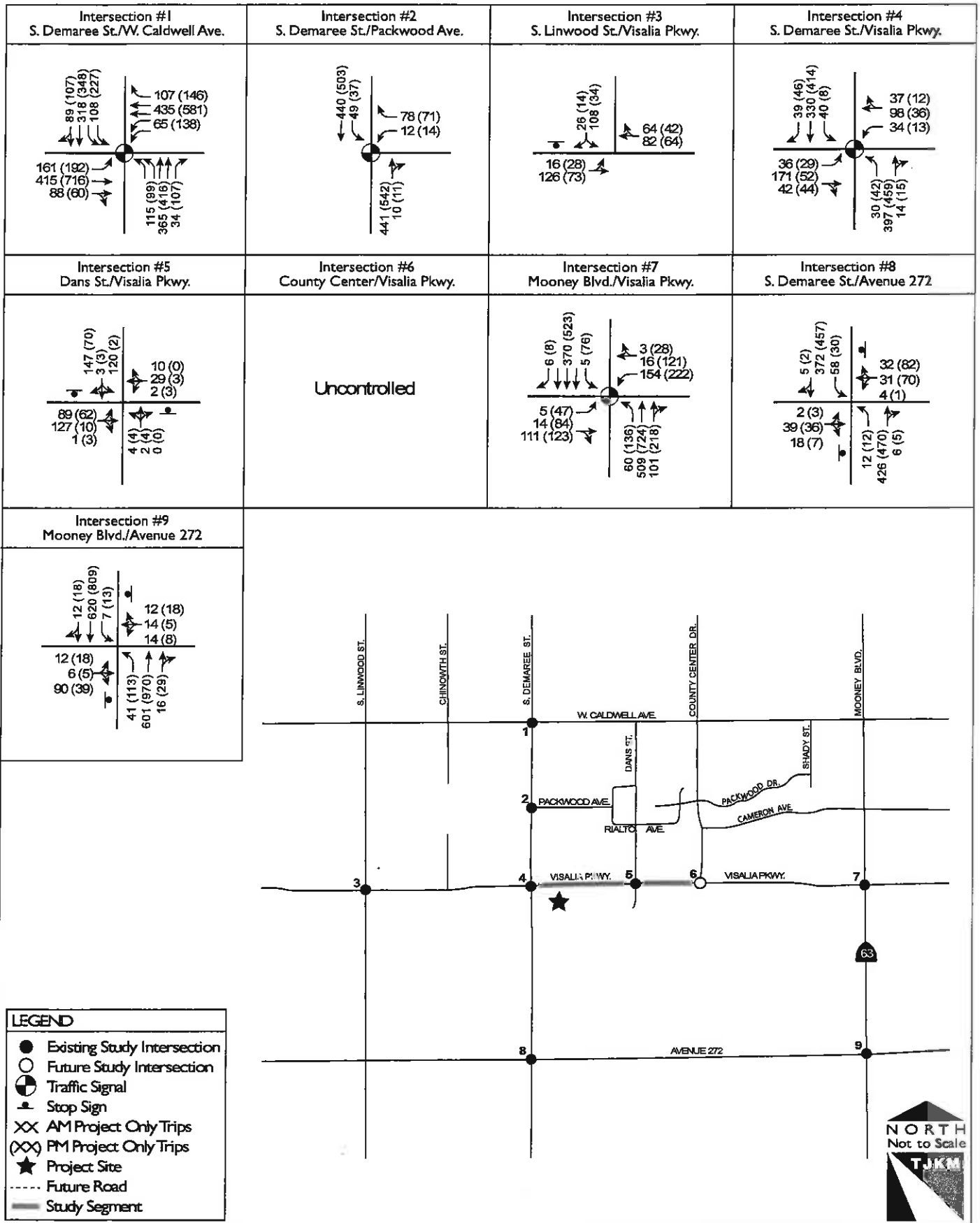
1. Visalia Parkway between Demaree Street and Dans Street
2. Visalia Parkway between Dans Street and County Center Drive (future)

Fair Share Impact to Caltrans Facilities:

1. SR 99/Caldwell Avenue SB Ramps
2. SR 99/NB Ramps south of Caldwell Avenue
3. Mooney Boulevard (SR 63)/Avenue 272

City of Visalia - Ravi Homes Mixed-Use Development
Existing Traffic Volumes, Geometrics and Controls

Figure
2



Study Scenarios

The following scenarios are analyzed in this study:

Existing Traffic Conditions – This scenario evaluates existing traffic volumes and roadway conditions based on new or existing traffic counts and field surveys.

Opening Year 2013 plus Project Traffic Conditions – This scenario evaluates total traffic volumes and roadway conditions based on adding background growth traffic for two years (year 2013) and the project traffic being added to the previous scenario. To determine the background growth, TJKM utilized the Tulare County Association of Governments (TCAG) traffic model between the base Year 2011 and the Near Term Year 2013.

Near Term Year 2018 plus Project Traffic Conditions – This scenario evaluates total traffic volumes and roadway conditions based on the year 2018 with the proposed project at build-out. The Near Term Year 2018 plus Project Build-out traffic volumes were obtained from the TCAG traffic model runs (Base Year 2011 and the Cumulative Year 2018 plus Project) and existing traffic counts. In this case, the increment method was utilized to determine the Near Term Year 2018 plus Project traffic volumes.

Cumulative Year 2035 No Project Traffic Conditions – This scenario evaluates total traffic volumes and roadway conditions based on the year 2035 without the proposed Project. Year 2035 No Project traffic volumes were obtained by subtracting the project only trips from the Cumulative Year 2035 plus Project traffic forecasting explained in the next scenario.

Cumulative Year 2035 plus Project Traffic Conditions – This scenario evaluates total traffic volumes and roadway conditions based on the year 2035 with the proposed project at build-out. The Cumulative Year 2035 plus Project Build-out traffic volumes were obtained from the TCAG traffic model runs (Base Year 2011 and the Cumulative Year 2035 plus Project) and existing traffic counts. In this case, the increment method was utilized to determine the Cumulative Year 2035 plus Project traffic volumes.

Transit

Visalia Transit is the transit operator in the City of Visalia. Currently one transit route runs within a half mile walking distance from the project site. Route 2, runs in the vicinity to the proposed project via Caldwell Avenue. This route provides a direct connection to Transit Center, Downtown Visalia, Kaweah Hospital, Blaine Park, Sequoia Mall, La Joya Middle School, El Diamante High School, Central Valley Christian School, and Visalia Medical Clinic. Route 2 operates at 20-minute intervals during the weekdays and on one-hour intervals during the weekends. Its stops nearest to the project site are located at southeast and northwest corners of Caldwell Avenue and Demaree Street.

Bikeways

Currently bike lanes do not exist in the proximity of the proposed project. The City of Visalia is currently in the process of updating its bikeways plan and it's recommended that this project accommodate bike lanes and/or bike routes as an alternative mode of transportation. Therefore, it is recommended that bike lanes be planned for the project's frontage improvements to Demaree Street and Visalia Parkway.

Results of Existing Level of Service Analysis

Tables I and II summarize the levels of service at the study intersections and segments, respectively, under the existing conditions scenario. Levels of service worksheets for the existing traffic conditions are provided in Appendix C. Under this scenario, with the exception of the intersection of Mooney Boulevard/Avenue 272, all study intersections operate at LOS D or better during both peak hours. The intersection of Mooney Boulevard/Avenue 272 is a Two-way STOP (TWSC) controlled intersection that operates at LOS F but has very low volumes on Avenue 272. The HCM recommends that in evaluating the overall performance of TWSC intersections it is important to consider measures of effectiveness in addition to delay. These measures of effectiveness include volume to capacity (v/c) ratios, average queue lengths, and 95th-percentile queue lengths. At the intersection of Mooney Boulevard/Avenue 272 the average queue lengths of the worst approach was found to be three vehicles, while the 95th-percentile queue length was found to be four vehicles.

In general a v/c ratio less than or equal to 1.0 is considered acceptable while a v/c ratio greater than 1.0 is considered unacceptable. Under this scenario the v/c ratios for the worst approach are 0.46 and 1.05 for the a.m. and p.m. peak periods, respectively. Since more than half of the traffic from Avenue 272 makes right turns, the installation of an eastbound right turn lane is recommended. With the addition of an eastbound right turn lane, the v/c ratio of the worst approach improves to 0.41 and 0.95 for the a.m. and p.m. peak periods, respectively. These v/c ratios are both less than 1.0 and therefore would be considered acceptable.

Since the intersection of Mooney Boulevard/ Avenue 272 does not satisfy signal warrants, the reduction in delay for the stop-controlled vehicles may not justify new delays that would be incurred by the major street traffic (which is currently not stopped). Under these circumstances, the installation of a traffic signal is not recommended and the LOS for stop-controlled vehicles would be considered "adverse but not significant" impact.

Currently all study segments operate at LOS B or better during the daily conditions, a.m. and p.m. peak hours.

Traffic Signal Warrants

Peak hour traffic signal warrants as appropriate were prepared for the unsignalized study intersection for the Existing Conditions scenario. The warrant worksheets are found in Appendix H. The effects of right turning traffic from the minor approach onto the major approach were taken into account using engineering judgment pursuant to CAMUTCD guidelines for the preparation of signal warrants.

Under this scenario, the intersection of Demaree Street / Avenue 272 satisfies rural peak hour signal warrant during the p.m. peak period but not during the a.m. peak. Based on TJKM's observation of the existing traffic operations, signalization of this intersection is not recommended under the existing traffic conditions. Additionally with the completion of the Demaree Street widening project currently under construction to a four lane facility peak hour warrants will no longer be satisfied. It is also worth noting that MUTCD states "satisfaction of a signal warrant or warrants shall not in itself require the installation of a traffic signal"; therefore it is recommended that prior to installation of a traffic signal, California MUTCD warrants 1, 2, and 7 as applicable be conducted.

Table I: Existing Intersection Level of Service Results

ID	Intersection	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (sec/veh) Or {v/c}	LOS	Average Delay (sec/veh) Or {v/c}	LOS
1	Demaree Street / Caldwell Avenue	Signalized	27.2	C	34.7	C
2	Demaree Street / Packwood Avenue	Signalized	6.8	A	7.7	A
3	Lirwood Street / Visalia Parkway	One-way STOP	14.2	B	10.2	B
4	Demaree Street / Visalia Parkway	Signalized	22.4	C	16.7	B
5	Dan Street / Visalia Parkway	Two-way STOP	22.4	C	10.6	B
6	County Center Drive / Visalia Parkway (future)	Future	n/a	n/a	n/a	n/a
7	Mooney Boulevard (SR 63) / Visalia Parkway	Signalized	21.1	C	37.9	D
8	Demaree Street / Avenue 272	Two-way STOP	23.1	C	31.2	D
9	Mooney Boulevard (SR 63) / Avenue 272	Two-way STOP	57.7	F	>120	F
		v/c ratio	{0.42}	n/a	{1.05}	n/a
		Mitigated Two-way STOP	54.0	F	>120	F
		v/c ratio	{0.41}	n/a	{0.95}	n/a

Notes: LOS = Level of Service of worse movement for Two-way STOP intersections and average delay at all-way STOP and signalized intersections

Table II: Existing Segment Level of Service Results

Street	Limits	Lanes	24-hr Volume	LOS	A.M. Peak Hour Volume	LOS	P.M. Peak Hour Volume	LOS
Visalia Pkwy.	Demaree St. & Dans St.	2	1,207	B	117	B	113	B
	Dans St. & County Center Dr.	Future	n/a	n/a	n/a	n/a	n/a	n/a

Notes: LOS = Level of Service per the Florida LOS Tables

Collision Analysis

Using Intersection Magic, a collision analysis was performed for all study intersections for the years 2007 through 2009. An accident diagram is provided as well as a detailed table of all the accidents. The collision diagrams and table of the collision analysis is contained in Appendix B. Based on this analysis, the intersection of Demaree Street and Caldwell Avenue reported the most collisions with a total of 20 from 2007 through 2009. The intersection at Demaree Street and Avenue 272 reported no collisions within the same three-year period.

At the majority of the intersections, failure to yield the right-of-way or unsafe speed were the most common violation categories cited. At the intersection of Demaree Street and Caldwell Avenue Overall, rear end and broadside accidents were the most reported accidents. Of the 54 collisions reported in the three-year period, five injuries and zero fatalities were reported. Based on TJKM's review of the collision analysis engineering solutions are not recommended; however, a higher degree of enforcement is recommended at the intersection of Demaree Street and Caldwell Avenue.

Impacts of Proposed Project and Background Traffic Growth

Proposed Project Description

Ravi Homes is processing a General Plan Amendment and Rezoning request for approximately 19.3 acres of property (APN 126-011-20) located at the southeast corner of Demaree Street and Visalia Parkway in the City of Visalia. It is proposed to ultimately develop the site with a mix of uses which would contain 19,500 square feet of commercial/retail, a 3,040 square feet convenience market with six gasoline pumps and a 990 square feet self service car wash, 46 senior housing units, and 80 single family residential units. While the subject property is currently within the Visalia City limits, it is outside the adopted urban development boundary of the City. Figure 1 shows the location of the proposed project site relative to the surrounding roadway network while the proposed site plan is illustrated on Figure 3.

Project Access and Internal Circulation

Based on the current site plan and communication with the project team, access to and from the project site will be provided via seven private driveways. Four driveways will provide access along the south side of Visalia Parkway at points approximately 190 feet, 257 feet, 592 feet, and 750 feet east of Demaree Street. The westerly three driveways along the south side of Visalia Parkway are proposed as right in and right out access only; however, the fourth (easterly) driveway is presently planned with partial access to Visalia Parkway with right in and right out plus left in movements provided. The other three driveways will be along the east side of Demaree Street at points approximately 190 feet, 369 feet, and 637 feet south of Visalia Parkway. All three driveways along Demaree Street are planned with right in right out access only. Additional details are found on the site plan shown on Figure 3.

TJKM qualitatively analyzed the location of the proposed access points relative to the existing or proposed local roads and driveways in their vicinity and found the proposed local access roads to be located at points that minimize traffic operational impacts to the existing and proposed street network. TJKM also review of the proposed internal circulation network of the project and found no deficiencies.

Trip Generation

Trip generation for the project is based on information provided by the developer and the Institute of Transportation Engineers (ITE) reference, *Trip Generation, 8th Edition*. Additionally, the proposed project's internal capture and pass-by trips pursuant to the ITE *Trip Generation Handbook, Second Edition* have been prepared in order to provide the City with the net new project trips to the roadways. The Project's daily internal capture rate was assumed to be the lesser of the a.m. or p.m. internal capture rate. As a result the Daily internal capture rate for the Project was and the a.m. internal capture rate of 7.867 percent. A maximum of a 10 percent daily pass-by rate and a 15 percent pass-by rate as recommended by Caltrans was utilized for near term scenarios for the a.m. and p.m. rates. For longer term scenarios, TJKM utilized 50 percent pass-by rates for the gasoline station and convenience market category and 30 percent for the p.m. rate for the retail category and 15 percent for the a.m. period. Table III provides the trip generation for the proposed project before internal capture or pass by rate reductions are taken into account. Table IV provides the project's internal capture trips between the residential and retail. Tables V and VI provide the net new project trips after the pass-by rates for the two retail uses are taken into account.

Table III: Proposed Project Trip Generation

Land Use (ITE CODE)	Size / Unit	Daily		A.M. Peak Hour					P.M. Peak Hour of Generator				
		Rate	Total	Trip Rate	In: Out %	In	Out	Total	Trip Rate	In: Out %	In	Out	Total
Shopping Center (820)	19,500 k.s.f.	42.92	837	1.00	61:39	12	8	20	3.73	49:51	36	37	73
Single Family Residential (210)	80 d.u.	9.57	766	0.75	25:75	15	45	60	1.01	63:37	51	30	81
Senior Adult Housing - Attached (252)	46 d.u.	3.48	160	0.13	36:64	2	4	6	0.16	60:40	4	3	7
Gasoline/Service Station with Convenience Market and Car Wash (946)	12 Fueling Positions	152.84	1,834	11.93	51:49	73	70	143	13.94	51:49	85	82	167
Total Project Trips Before Internal Capture and Pass-By Reduction			3,597			102	127	229			176	152	328

Notes: k.s.f. = Thousand Square Feet
d.u. = dwelling unit

Table IV: Internal Capture Trip Reduction

Land Use (ITE CODE)	Daily		A.M. Peak Hour					P.M. Peak Hour of Generator				
	Rate	Total	Trip Rate	In: Out %	In	Out	Total	Trip Rate	In: Out %	In	Out	Total
See Appendix B		-283			-9	-9	-18			-17	-17	-34
Total Project Driveway Trips		3,314			93	118	211			159	135	294

Notes: Daily internal capture rate equals the lower of the a.m. or p.m. capture rate

Table V: Pass-By Trip Reduction for Near Term Scenarios

Land Use (ITE CODE)	Daily		A.M. Peak Hour					P.M. Peak Hour of Generator				
	Rate	Total	Trip Rate	In: Out %	In	Out	Total	Trip Rate	In: Out %	In	Out	Total
Pass-By Trip Reduction for Gasoline/Service Station with Convenience Market and Car Wash (945) and Shopping Center (820)		-331			-11	-10	-21			-15	-15	-30
Net New Project Trips		2,983			82	108	190			144	120	264

Notes: Pass-by rate assumed to be 10% for daily, and 15% for the a.m. and p.m. peaks

As noted in Table V, for the Near Term Scenarios (Years 2018 or sooner) the project is estimated to generate a maximum of 2,956 daily trips, 190 a.m. and 264 p.m. peak hour net new project trips.

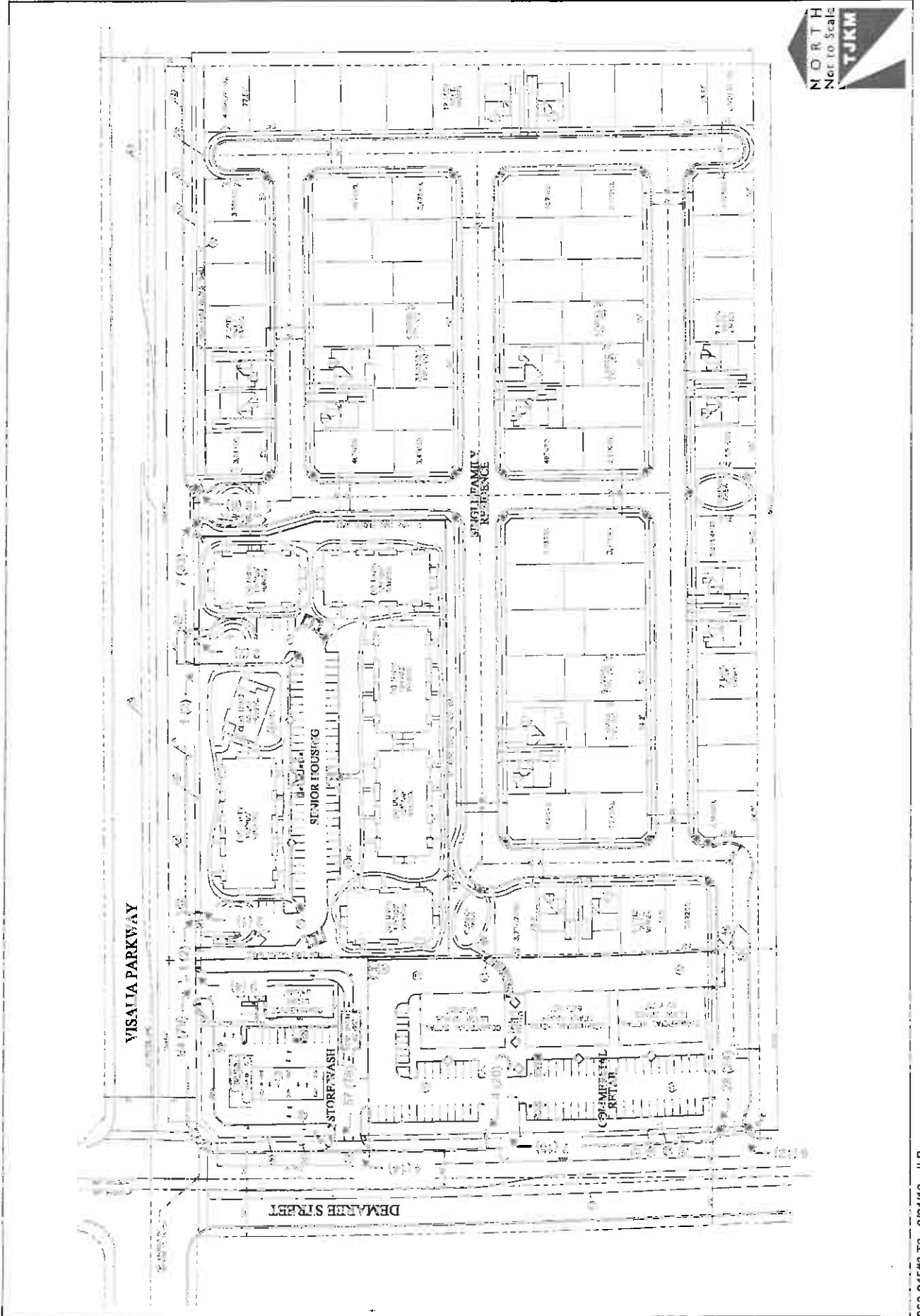
Table VI: Pass-By Trip Reduction for Long Term Scenarios

Land Use (ITE CODE)	Daily		A.M. Peak Hour				P.M. Peak Hour of Generator					
	Rate	Total	Trip Rate	In : Out %	In	Out	Total	Trip Rate	In : Out %	In	Out	Total
Pass-By Trip Reduction for Gasoline/Service Station with Convenience Market and Car Wash (945) (50% a.m. and p.m.)		-845			-33	-32	-65			-36	-35	-71
Pass -By Trip Reduction for Shopping Center (820) (15% daily, 15% a.m. and 30% p.m.)		-116			-1	-1	-2			-7	-12	-19
Net New Project Trips		2,353			59	85	144			116	88	204

As noted in Table VI, for the Long Term Scenario (Year 2035) the project is estimated to generate 2,353 daily, 144 a.m. and 204 p.m. peak hour net new trips when higher pass by trip rates are applied because the adjacent streets have higher traffic volumes.

City of Visalia - Ravi Homes Mixed-Use Development
Site Plan with Assignment of Year 2013 Driveway Trips

Figure 3



Trip Distribution and LOS Analysis

The trip distribution assumptions were developed based on existing travel patterns, the TCAG traffic model run, communication with City of Visalia staff, knowledge of the study area and the Visalia General Plan Circulation Element. Project trips were assigned to the study intersection based on these assumptions. Figure 4 illustrates the Opening Year Project Only trip assignment to the study intersections.

To determine the Opening Year 2013 plus Project traffic volumes TJKM added background traffic based on the growth rates determined by the TCAG modeling and then added the Opening Year 2013 Project Only trips. The Opening Year 2013 plus Project turning movement volumes, intersection geometrics, and traffic controls are illustrated in Figure 5. The study intersection levels of service calculation results are contained in Appendix D. Tables VII and VIII summarize the levels of service at the study intersections and segment respectively under the Opening Year 2013 plus Project Conditions scenario.

Under this scenario, with the exception of the intersections of Mooney Boulevard/Avenue 272 and Demaree Street/Avenue 272, all study intersections are projected to operate at LOS D or better during both peak hours. Both of these locations are TWSC intersections. As stated previously, the HCM recommends that in evaluating the overall performance of TWSC intersections it is important to consider measures of effectiveness in addition to delay, such as v/c ratios, average queue lengths, and 95th-percentile queue lengths. At the intersection of Demaree Street/Avenue 272 the projected average queue lengths for the worst movement were found to be two vehicles, while the projected 95th-percentile queue length for the worst movement was found to be three vehicles. At the intersection of Mooney Boulevard/Avenue 272 the projected average queue lengths for the worst movement were found to be four vehicles, while the projected 95th-percentile queue length for the worst movement was found to be six vehicles.

Under this scenario; at the intersection of Demaree Street/Avenue 272, the v/c ratios for the worst approach are 0.28 and 0.60 for the a.m. and p.m. peak periods respectively. The v/c ratio for this intersection is less than 1.0 and therefore considered acceptable and as a result no mitigation is necessary.

At the intersection of Mooney Boulevard/Avenue 272, the v/c ratios for the worst approach are 0.76 and greater than 1.50 for the a.m. and p.m. peak periods, respectively. The v/c ratio for this intersection is greater than 1.0 and therefore considered unacceptable and as a result mitigation is necessary under this scenario. Under this scenario the addition of lanes alone would not improve the v/c ratio to 1.0 or less. Therefore other measures should be considered. Since the intersection meets peak hour signal warrants it would be recommended that the intersection be signalized with protective left turn phasing in all directions. With these improvements the intersection is projected to improve to LOS C or better during the a.m. and p.m. peak periods.

Since the intersection of Demaree Street/Avenue 272 has very low volumes on Avenue 272 and many of these make right turns these traffic impacts would be considered "adverse but not significant".

Under this scenario, all study segments are projected to operate at LOS C or better during the daily, a.m. peak hour, and p.m. peak hour conditions.

Table VII: Opening Year 2013 plus Project – Intersection Level of Service Results

ID	Intersection	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (sec/veh) Or {v/c}	LOS	Average Delay (sec/veh) Or {v/c}	LOS
1	Demaree Street / Caldwell Avenue	Signalized	28.1	C	38.2	D
2	Demaree Street / Packwood Avenue	Signalized	7.4	A	5.3	A
3	Linwood Street / Visalia Parkway	One-way STOP	20.3	C	18.0	C
4	Demaree Street / Visalia Parkway	Signalized	24.1	C	21.9	C
5	Dan Street / Visalia Parkway	Two-way STOP	25.6	D	11.7	B
6	County Center Drive / Visalia Parkway (future)	Future	n/a	n/a	n/a	n/a
7	Mooney Boulevard (SR 63) / Visalia Parkway	Signalized	23.6	C	53.5	D
8	Demaree Street / Avenue 272	Two-way STOP	27.4	D	45.9	E
		Two-way STOP v/c ratio	{0.28}	n/a	{0.60}	n/a
9	Mooney Boulevard (SR 63) / Avenue 272	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{0.76}	n/a	>1.50	n/a
		Mitigated Signalized	14.9	B	20.6	C

Notes: LOS = Level of Service of worse movement for Two-way STOP controlled intersections and average delay at All-way STOP and signalized intersections

Table VIII: Opening Year 2013 plus Project – Segment Level of Service Analysis

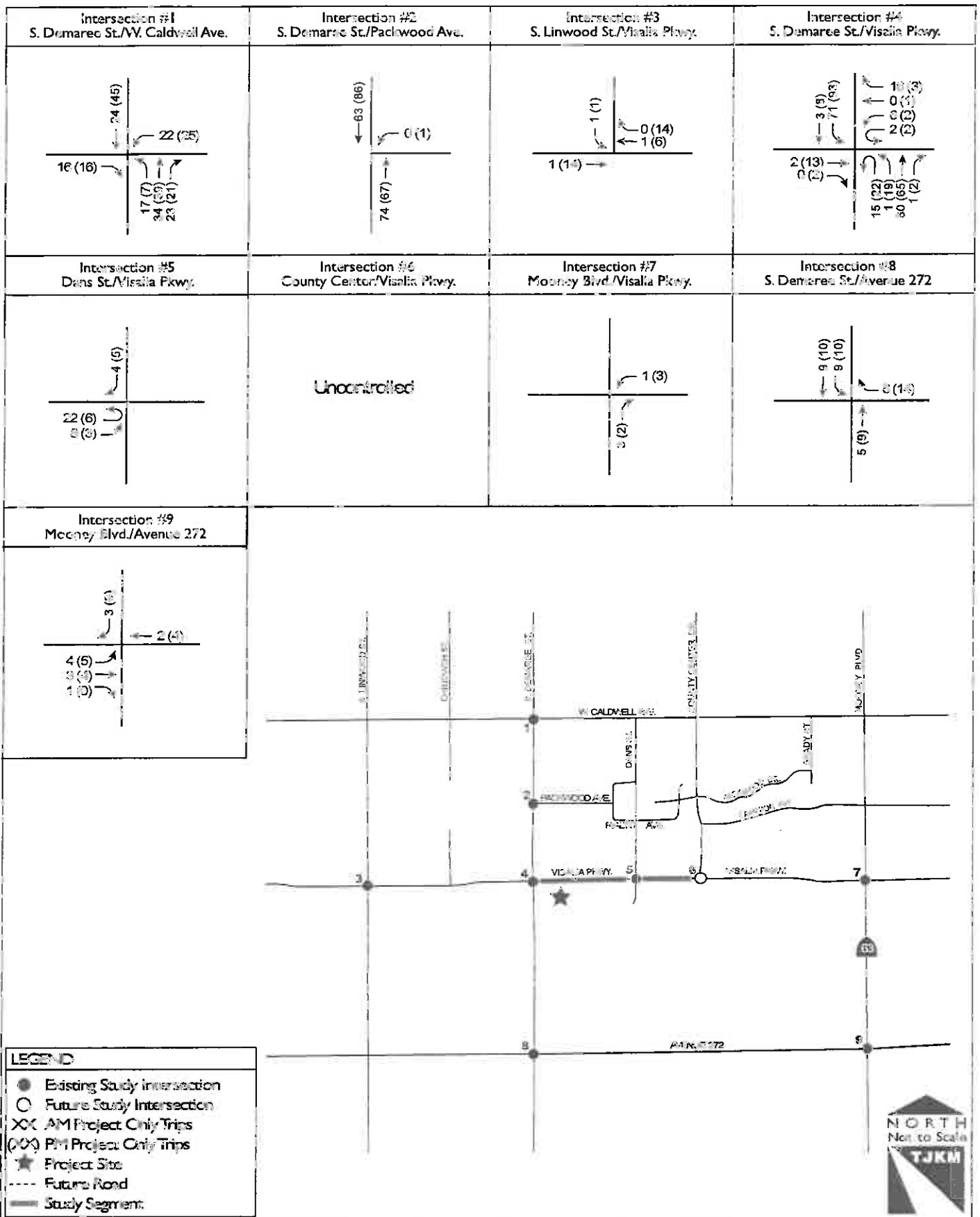
Street	Limits	Lanes	24-hr Volume	LOS	A.M. Peak Hour Volume	LOS	P.M. Peak Hour Volume	LOS
Visalia Pkwy.	Demaree St. & Dans St.	2	3,820	C	657	C	422	C
	Dans St. & County Center Dr.	Future	n/a	n/a	n/a	n/a	n/a	n/a

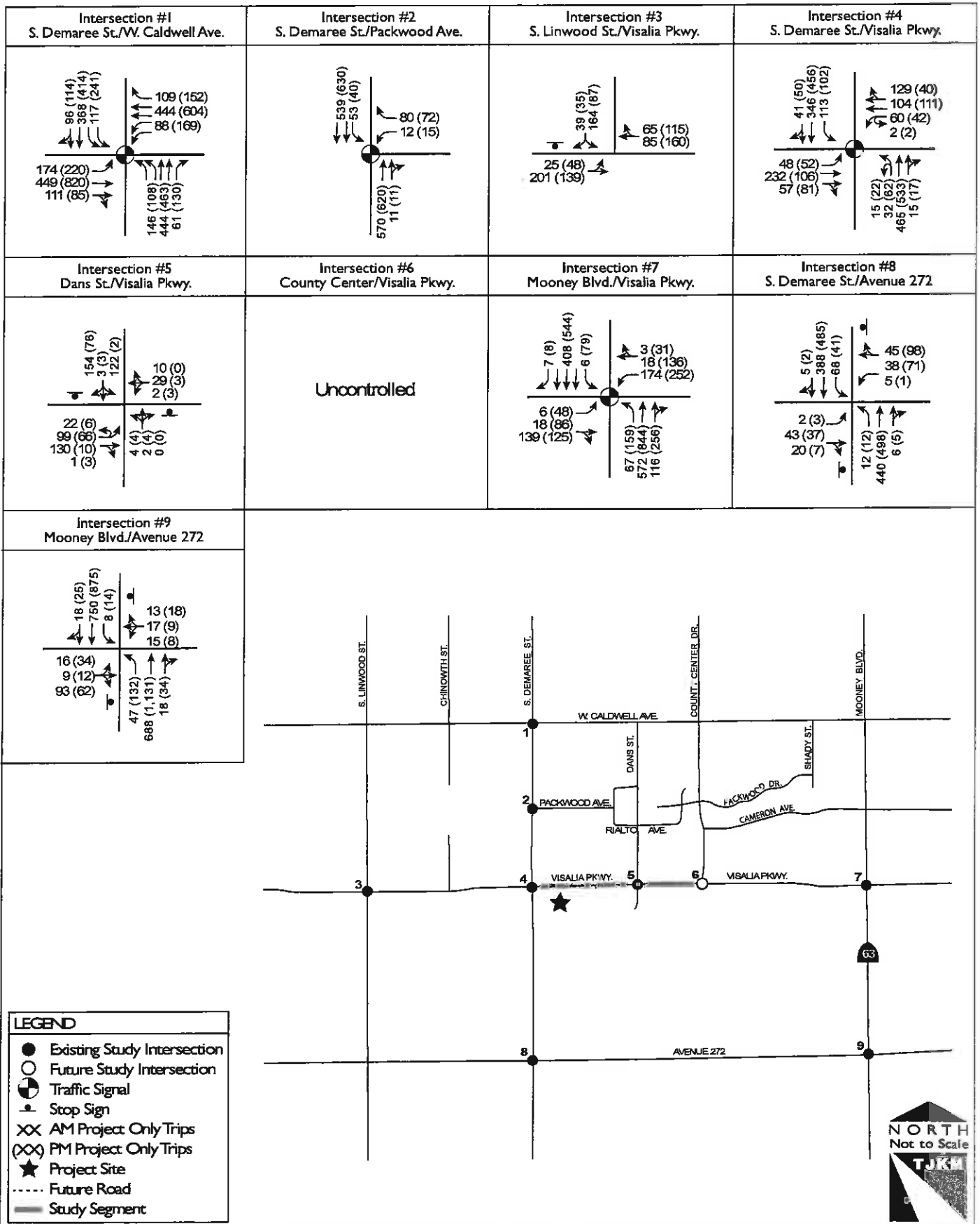
Notes: LOS = Level of Service per the Florida LOS Tables

Traffic Signal Warrants

Peak hour traffic signal warrants as appropriate were prepared for the unsignalized study intersections for the Opening Year 2013 plus Project conditions scenario. The warrant worksheets are found in Appendix H. The effects of right turning traffic from the minor approach onto the major approach were taken into account using engineering judgment pursuant to MUTCD guidelines for the preparation of signal warrants.

Under this scenario, the intersection Mooney Boulevard / Avenue 272 satisfies the rural peak hour signal warrant during the p.m. peak period but not during the a.m. peak. Since the implementation of additional lanes is not projected to improve the v/c ratio or the LOS; it is recommended that this intersection be signalized.





Impacts of Approved Projects

Description of Approved and Pipeline Projects

Approved and Pipeline Projects consist of developments that are either under construction, built but not fully occupied, are not built but have final site development review (SDR) approval, or those of which the City has knowledge. Table IX provides the approved projects' trip generation rates for daily, a.m. and p.m. peak hours.

City of Visalia staff was consulted regarding Approved and/or Pipeline Projects that could potentially impact the study intersections and segments. Subsequently, it was agreed by City of Visalia staff that ten projects were approved, near approval, or in pipeline status within the proximity of the project site. As shown in Table IX, the total trip generation for the Approved and Pipeline Projects is 31,742 daily trips, 1,092 a.m. peak hour trips and 2,889 p.m. peak hour trips. It should be noted that the Tulare County Association of Governments (TCAG) traffic model includes the development of the near term projects as part of its cumulative background growth in traffic between the Base Year 2011 and the Cumulative Years 2018 and 2035 model runs prepared specifically for this project. Therefore these Approved and Pipeline Project list is included to assist the City of Visalia in knowing which other projects are likely to impact study intersections and segments as part of the background growth in traffic.

Table IX: Approved and Pipeline Projects Trip Generation

Land Use (ITE CODE)	Size / Units	Daily	A.M. Peak Hour			P.M. Peak Hour		
		Total	In	Out	Total	In	Out	Total
Free Standing Discount Superstore (813)	111,399 k.s.f.	5,918	104	82	186	252	262	514
Free Standing Discount Superstore (813)	166,449 k.s.f.	8,844	156	122	278	376	391	767
Electronic Superstore (863)	18,029 k.s.f.	812	33	29	62	40	41	81
Shopping Center (820)	14,719 k.s.f.	632	9	6	15	27	28	55
Office Building (710)	46,800 k.s.f.	516	64	9	73	12	58	70
High Turnover Restaurant (932)	6,600 k.s.f.	840	40	36	76	43	30	73
Automated Car Wash (948)	6,490 k.s.f.	0	0	0	0	38	38	76
Shopping Center (820)	56,797 k.s.f.	2,438	35	22	57	104	108	212
Quality Restaurant (931)	8,200 k.s.f.	738	3	3	6	41	20	61
Mini-Warehouse (151)	247,550 k.s.f.	618	22	15	37	33	32	65
Shopping Center (820)	216,000 k.s.f.	9,276	132	84	216	395	411	806
Church (560)	16,697 k.s.f.	152	6	4	10	4	5	9
Single Family Housing (210)	76 d.u.	728	14	43	57	48	28	76
Single Family Housing (210)	24 d.u.	230	5	14	19	15	9	24
Totals		31,742	623	469	1,092	1,428	1,461	2,889

Notes: All Near Term project data was obtained from the City of Visalia Planning Department staff

Near Term Year 2018 (Existing plus Approved and Pipeline Projects) plus Project Traffic Conditions

The Year 2018 Project Only Trips are illustrated in Figure 6 while Figure 7 illustrates site plan with the Year 2018 and Year 2035 Project Driveway trips. The Near Term Year 2018 plus Project total turning movement volumes, assumed intersection geometrics, and traffic controls are illustrated in Figure 8. The intersection geometrics for the study intersections are assumed to be the same as that in the Opening Year 2013 plus Project with the exception that this scenario assumes that Visalia Parkway between County Center Drive and Dans Street has been built. The assumed lane geometrics for Visalia Parkway include a raised concrete median with full access at its intersections with Demaree Street, Dans Street, County Center Drive and Mooney Boulevard. For the most part one eastbound lane is assumed between the eastern Project limits and Mooney Boulevard. Two westbound lanes are assumed between Demaree Street and Mooney Boulevard. Per input from City of Visalia staff the Visalia Parkway connection between Dans Street and County Center Drive would likely be built in the next five years (2017). The study intersection levels of service calculation results are contained in Appendix E. Tables X and XI summarize the levels of service at the study intersections and segments, respectively, under this scenario.

Under this scenario, all study segments are projected to operate at LOS B or better during the daily, a.m. peak hour, and p.m. peak hour conditions. However, the intersections of Linwood Street/Visalia Parkway, Dans Street/Visalia Parkway, Mooney Boulevard (SR 63)/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard (63)/Avenue 272 are projected to exceed LOS D. With the construction of the missing gap of Visalia Parkway, a shift in east-west traffic from Caldwell Avenue to Visalia Parkway is anticipated to take place. This would likely be in an effort by motorists to avoid one of the City's busiest intersections at Mooney Boulevard (SR 63)/Caldwell Avenue or to use a shorter path not previously available. Therefore, the majority of the mitigation measures for the Visalia Parkway intersections presented below may not be necessary until the completion of the construction of Visalia Parkway capital improvement project between Dans Street and County Center Drive.

The HCM recommends that in evaluating the overall performance of TWSC intersections it is important to consider measures of effectiveness in addition to delay, such as v/c ratios, average queue lengths, and 95th-percentile queue lengths. Therefore the following provides these other measures of effectiveness to assist in determining the appropriate lane geometrics and traffic controls at two-way STOP controlled intersections.

At the intersection of Linwood Street/Visalia Parkway the projected average queue lengths for the worst movement were found to be three vehicles, while the projected 95th-percentile queue length for the worst movement was found to be four vehicles. At this intersection, the v/c ratios for the worst approach are projected to be 0.73 and 0.82 for the a.m. and p.m. peak periods respectively. Both the queuing and v/c ratios for this intersection are projected to be at acceptable levels and as a result no mitigation is necessary.

At the intersection of Dans Street/Visalia Parkway the projected average queue lengths for the worst movement were found to be four vehicles, while the projected 95th-percentile queue length for the worst movement was found to be eight vehicles. At this intersection, the v/c ratios for the worst approach are projected to be greater than 1.50 and 1.09 for the a.m. and p.m. peak periods respectively. While the projected queuing is projected to be at acceptable levels the v/c ratios are not; and the addition of lanes alone is not projected to improve the v/c ratios. Since the

intersection does not meet signal warrants it is recommended that all-way STOP controls be implemented.

At the intersection of Demaree Street/Avenue 272, the v/c ratios for the worst approach are 0.52 and greater than 1.50 for the a.m. and p.m. peak periods, respectively. The v/c ratios for this intersection are greater than 1.0 and therefore considered unacceptable and as a result mitigation is necessary. Under this scenario the addition of lanes alone is not projected to improve the v/c ratios to 1.0 or less. Therefore other measures should be considered. Since the intersection meets peak hour signal warrants it is recommended that the intersection be signalized with protective left turn phasing in all directions. With these improvements the intersection is projected to improve to LOS B or better during the a.m. and p.m. peak periods.

At the intersection of Mooney Boulevard/Avenue 272, the v/c ratios for the worst approach are greater than 1.50 for the a.m. and p.m. peak periods. The v/c ratios for this intersection are greater than 1.0 and therefore considered unacceptable and as a result mitigation is necessary. Under this scenario the addition of lanes alone is not projected to improve the v/c ratios to 1.0 or less. Therefore other measures should be considered. Since the intersection meets peak hour signal warrants it is recommended that the intersection be signalized with protective left turn phasing in all directions. With these improvements the intersection is projected to improve to LOS C or better during the a.m. and p.m. peak periods.

The following describes those improvements recommended at the intersections which the traffic impacts are considered to be cumulatively significant. With these improvements the respective intersections are projected to operate at LOS D or better.

1. The intersection of Dans Street/Visalia Parkway
 - a) Add a second eastbound thru lane;
 - b) Modify the existing southbound left-thru-right combination lane to a thru-right lane; and
 - c) Add a southbound left turn lane with a storage capacity of 100 feet.
2. The intersection of Mooney Boulevard (SR 63)/Visalia Parkway
 - a) Add a third northbound thru lane; and
 - b) Modify the existing traffic signal to accommodate added lanes.
3. The intersection of Demaree Street/Avenue 272
 - a) Signalize the intersection with protective left turn phasing.
4. The intersection of Mooney Boulevard (SR 63)/Avenue 272
 - a) Modify the existing eastbound left-thru-right combination lane to a thru-right lane;
 - b) Add a eastbound left turn lane with a storage capacity of 75 feet;
 - c) Modify the existing westbound left-thru-right combination lane to a thru-right lane;
 - d) Add a westbound left turn lane with a storage capacity of 50 feet; and
 - e) Signalize the intersection with protective left turn phasing.

Table X: Near Term Year 2018 plus Project – Intersection Level of Service Results

ID	Intersection	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (sec/veh) Or {v/c}	LOS	Average Delay (sec/veh) Or {v/c}	LOS
1	Demaree Street / Caldwell Avenue	Signalized	29.8	C	36.7	D
2	Demaree Street / Packwood Avenue	Signalized	5.7	A	5.9	A
3	Linwood Street / Visalia Parkway	One-way STOP	29.8	D	57.9	F
		One-way STOP v/c ratio	{0.73}	n/a	{0.82}	n/a
4	Demaree Street / Visalia Parkway	Signalized	25.6	C	27.0	C
5	Dan Street / Visalia Parkway	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{1.09}	n/a
		Mitigated All-way STOP	32.2	D	28.3	D
6	County Center Drive / Visalia Parkway	One-way STOP	13.8	B	24.7	C
7	Mooney Boulevard (SR 63) / Visalia Parkway	Signalized	43.6	D	66.5	E
		Mitigated Signalized	29.3	C	45.9	D
8	Demaree Street / Avenue 272	Two-way STOP	48.4	E	>120	F
		Two-way STOP v/c ratio	{0.52}	n/a	{>1.50}	n/a
		Mitigated Signalized	19.5	B	18.3	B
9	Mooney Boulevard (SR 63) / Avenue 272	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	20.4	C	19.2	B

Notes: LOS = Level of Service of worse movement for Two-way STOP controlled intersections and average delay at All-way STOP and signalized intersections
v/c ratio of worst approach

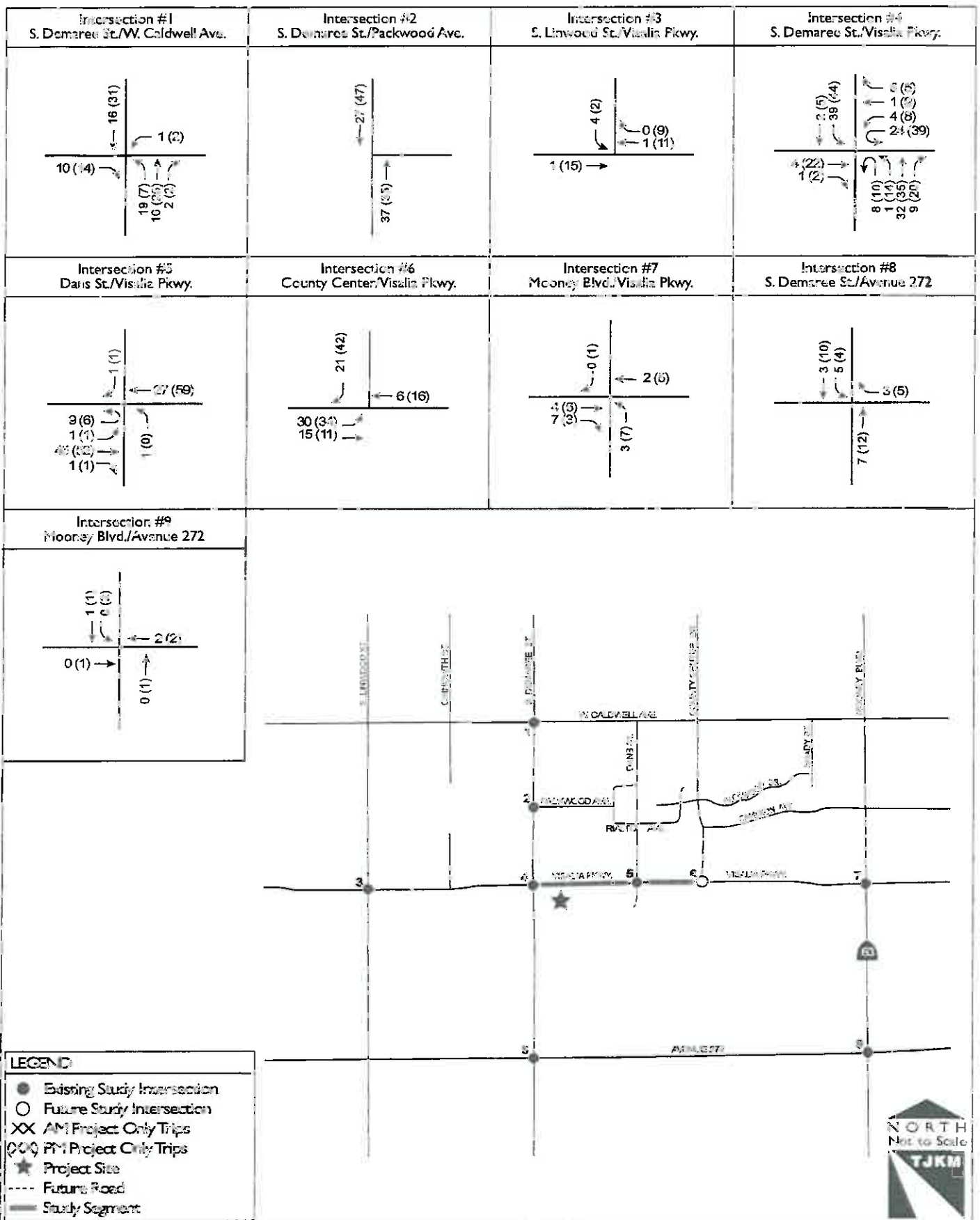
Table XI: Near Term (Year 2018) plus Project – Segment Level of Service Results

Street	Limits	Lanes	24-hr Volume	LOS	A.M. Peak Hour Volume	LOS	P.M. Peak Hour Volume	LOS
Visalia Pkwy.	Demaree St. & Dans St.	2	6,830	C	971	C	1,147	D
	Dans St. & County Center Dr.	2	9,200	C	852	C	1,100	C

Notes: LOS = Level of Service per the Florida LOS Tables

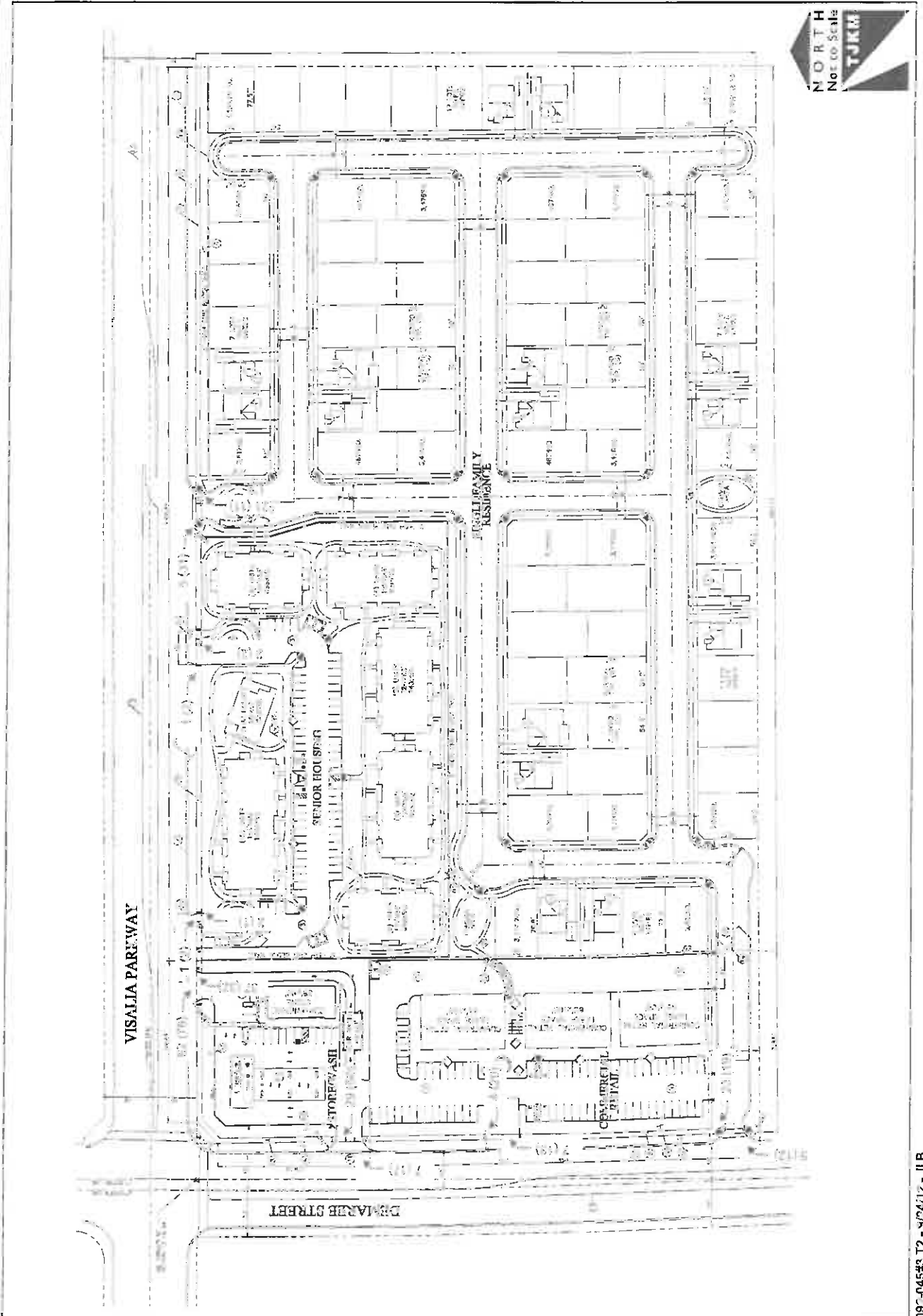
Traffic Signal Warrants

Peak hour traffic signal warrants as appropriate were prepared for the unsignalized study intersections for the Near Term Year 2018 plus Project traffic conditions scenario. These warrant worksheets are found in Appendix H. Under this scenario, the intersections of the Demaree Street/Avenue 272 and Mooney Boulevard/Avenue 272 meet peak hour signal warrants during the p.m. and a.m. peak periods respectively. Since the implementation of additional lanes is not projected to improve the v/c ratio or the LOS; it is recommended that these two intersections be signalized.



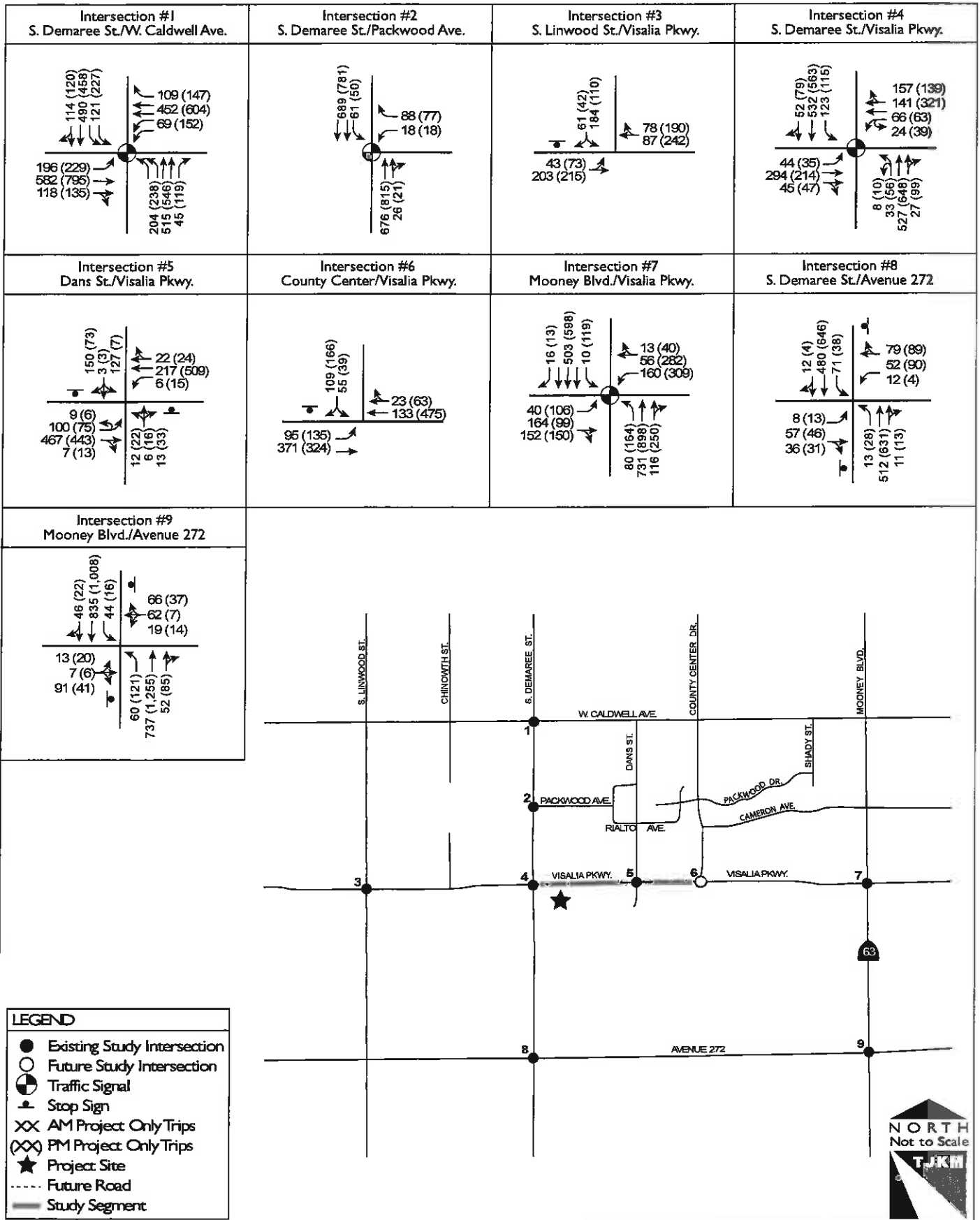
City of Visalia - Ravi Homes Mixed-Use Development
Site Plan with Assignment of Years 2018 and 2035 Driveway Trips

Figure
7



City of Visalia - Ravi Homes Mixed-Use Development
 Near Term (Year 2018) plus Project - Traffic Volumes, Geometrics, and Controls

Figure
 8



Cumulative Year 2035 No Project Conditions

Cumulative Year 2035 No Project traffic volumes were obtained by using the increment method, between the Base Year 2011 and the Cumulative year 2035 plus Project and then subtracting the Project Only Trips. Therefore this scenario assumes that the project site would have zero growth. The assumed intersection geometrics under this scenario are the same as those in the prior scenario with one exception. The exception is that by the year 2035 County Center Drive south of Visalia Parkway is projected to be built and controlled by Two-way STOPS. Figure 9 illustrates the assumed baseline geometrics, volumes and traffic controls. The study intersection levels of service calculation results are contained in Appendix F. Tables XII and XIII summarize the levels of service at the study intersections and segments, respectively, under this scenario.

Under this scenario, the intersections of Linwood Street/ Visalia Parkway, Dans Street/Visalia Parkway, County Center Drive/Visalia Parkway, Mooney Boulevard (SR 63)/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard (63)/Avenue 272 are projected to exceed LOS D.

Similar to the prior scenario, at each intersection that is projected to operate with an unacceptable LOS, the addition of lanes under the existing traffic controls was tested to determine if these would improve the LOS. In all cases the addition of lanes did not improve the LOS or v/c ratios to acceptable levels. Secondly at two-way or one-way STOP controlled intersections the implementation of all-way STOP controls was tested. With all-way STOP controls the intersection of Linwood Street/Visalia Parkway is projected to improve to LOS D or better. At the remaining intersections the only way the LOS improved to LOS D or better was by installing a traffic signal and modifying some of the lane geometrics.

The following describes those improvements recommended to maintain an acceptable LOS D or better in the Year 2035 without the proposed Project. With these improvements the respective intersections are projected to operate at LOS D or better.

1. The intersection of Linwood Street/Visalia Parkway
 - a) Modify the existing eastbound left-thru combination lane to a thru lane;
 - b) Add an eastbound left turn lane with a storage capacity of 75 feet;
 - c) Modify the existing westbound thru-right combination lane to a thru lane;
 - d) Add a westbound right turn lane with a storage capacity of 100 feet;
 - e) Modify the existing southbound left-right combination lane to a left turn lane;
 - f) Stripe a southbound right turn lane with a storage capacity of 50 feet; and
 - g) Change the traffic controls from a one-way STOP to an all-way STOP.
2. The intersection of Dans Street/Visalia Parkway
 - a) Add a second eastbound thru lane;
 - b) Modify the existing southbound left-thru-right combination lane to a thru-right lane;
 - c) Add a southbound left turn lane with a storage capacity of 100 feet;
 - d) Modify the existing northbound left-thru-right combination lane to a thru-right lane;
 - e) Add a northbound left turn lane with a storage capacity of 75 feet;

3. The intersection of County Center Drive/Visalia Parkway
 - a) Add a second eastbound thru lane;
 - b) Modify the existing southbound left-thru-right combination lane to a thru-right lane;
 - c) Add a southbound left turn lane with a storage capacity of 100 feet;
 - d) Modify the existing northbound left-thru-right combination lane to a thru-right lane;
 - e) Add a northbound left turn lane with a storage capacity of 225 feet;
4. The intersection of Mooney Boulevard (SR 63)/Visalia Parkway
 - a) Add a third northbound thru lane;
 - b) Modify the northbound thru-right combination lane to a thru lane,
 - c) Add an northbound right turn lane with a storage capacity of 150 feet;
 - d) Change the eastbound thru-right combination lane to a thru lane;
 - e) Add an eastbound trap right turn lane with ;
 - f) Modify the existing traffic signal to accommodate added lanes.
5. The intersection of Demaree Street/Avenue 272
 - a) Signalize the intersection with protective left turn phasing.
6. The intersection of Mooney Boulevard (SR 63)/Avenue 272
 - a) Modify the existing eastbound left-thru-right combination lane to a thru-right lane;
 - b) Add a eastbound left turn lane with a storage capacity of 75 feet;
 - c) Modify the existing westbound left-thru-right combination lane to a thru-right lane;
 - d) Add a westbound left turn lane with a storage capacity of 100 feet; and
 - g) Signalize the intersection with protective left turn phasing.

Under this scenario, the study segments are projected to operate at LOS F during the p.m. peak hours. To improve the LOS to D or better it would be necessary for Visalia Parkway to be built as a four lane arterial divided with a raised median island.

Table XII: Cumulative Year 2035 No Project – Intersection Level of Service Results

ID	Intersection	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (sec/veh) Or {v/c}	LOS	Average Delay (sec/veh) Or {v/c}	LOS
1	Demaree Street / Caldwell Avenue	Signalized	34.8	C	47.1	D
2	Demaree Street / Packwood Avenue	Signalized	7.6	A	5.6	A
3	Linwood Street / Visalia Parkway	One-way STOP	35.8	E	>120	F
		One-way STOP v/c ratio	{0.77}	n/a	{1.44}	n/a
		Mitigated all-way STOP	11.9	A	25.5	D
4	Demaree Street / Visalia Parkway	Signalized	24.3	C	31.2	C
5	Dan Street / Visalia Parkway	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	20.0	B	16.7	B
6	County Center Drive / Visalia Parkway	Two-way STOP	90.6	F	>120	F
		Two-way STOP v/c ratio	{>0.72}	n/a	{>1.50}	n/a
		Mitigated Signalized	24.7	C	33.9	C
7	Mooney Boulevard (SR 63) / Visalia Parkway	Signalized	58.0	E	>120	F
		Mitigated Signalized	29.4	C	54.7	D
8	Demaree Street / Avenue 272	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	23.9	C	24.9	C
9	Mooney Boulevard (SR 63) / Avenue 272	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	19.4	B	25.0	C

Notes: LOS = Level of Service of worse movement for Two-way STOP controlled intersections and average delay at All-way STOP and signalized intersections
v/c = ratio of worst approach

Table XIII: Cumulative Year 2035 No Project – Segment Level of Service Results

Street	Limits	Lanes	24-hr Volume	LOS	A.M. Peak Hour Volume	LOS	P.M. Peak Hour Volume	LOS
Visalia Pkwy.	Demaree St. & Dans St.	2	8,050	C	1,375	D	2,027	F
		4		C		C		
	Dans St. & County Center Dr.	2	11,690	C	1,283	D	1,934	F
		4		C		C		

Notes: LOS = Level of Service per the Florida LOS Tables

Traffic Signal Warrants

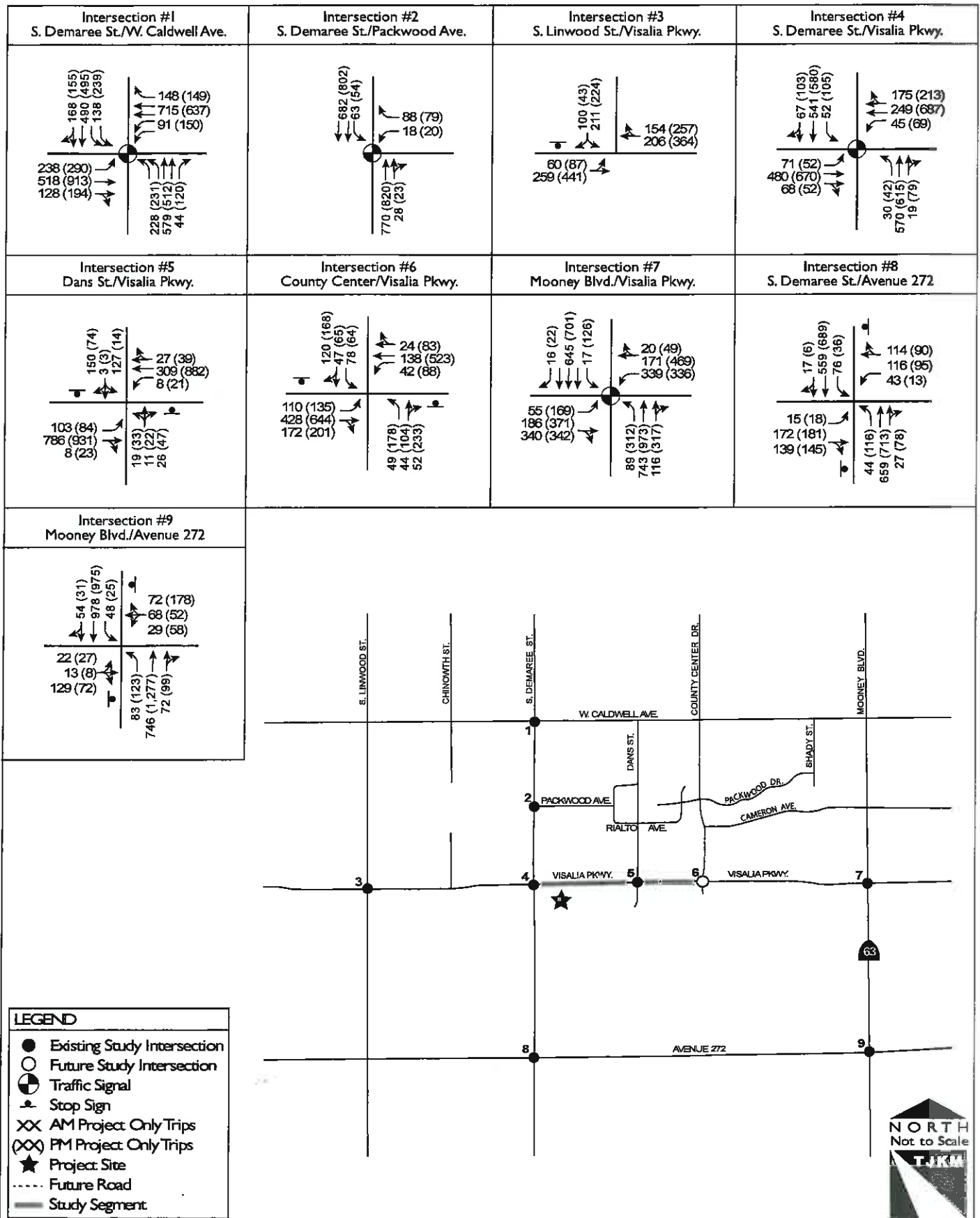
Peak hour traffic signal warrants as appropriate were prepared for the unsignalized study intersections for the Cumulative Year 2035 No Project traffic conditions scenario. These warrant worksheets are found in Appendix H. Under this scenario, the intersections of the Linwood Street/Visalia Parkway, Demaree Street/Avenue 272 and Mooney Boulevard/Avenue 272 meet peak hour signal warrants during the p.m. and a.m. peak periods, while the intersections of Dans Street/Visalia Parkway and County Center Drive/Visalia Parkway meet peak hour signal warrants during one but not the other peak.

The addition of lanes coupled with the implementation of all-way STOP controls is projected to improve the LOS to D or better at the intersection of Linwood Street/Visalia Parkway; therefore, signalization of this intersection is not recommended. It is also worth noting that the MUTCD states "satisfaction of a signal warrant or warrants shall not in itself require the installation of a traffic signal"; therefore it is recommended that prior to installation of a traffic signal, California MUTCD warrants 1, 2, and 7 as applicable be conducted.

Since the implementation of additional lanes is not projected to improve the v/c ratio or the LOS at the remaining intersections that meet peak hour signal warrants; it is recommended that the following intersections be signalized. These include the intersections of Dans Street/Visalia Parkway, County Center Drive/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard/Avenue 272.

City of Visalia - Ravi Homes Mixed-Use Development
 Cumulative Year 2035 No Project – Traffic Volumes, Geometrics, and Controls

Figure
 9



Cumulative Year 2035 plus Project Conditions

The Cumulative Year 2035 Project only trips are illustrated in Figure 10, while the Cumulative Year 2035 plus Project total turning movement volumes are illustrated in Figure 11. Figure 11 also illustrates the assumed intersection geometrics and traffic controls at the study intersections. Under this scenario the assumed geometrics and traffic controls are the same as those presented in the Cumulative Year 2035 No Project scenario.

Cumulative Year 2035 plus Project Build-out traffic volumes were obtained by using the increment method, between the Base Year 2011 and the Cumulative Year 2035 plus Project model runs. The study intersection levels of service calculation results are contained in Appendix G. Tables XIV and XV summarize the levels of service at the study intersections and segments, respectively, under this scenario.

Under this scenario, the projected LOS under the baseline conditions is very similar to the baseline Cumulative Year 2035 No Project. As in the Year 2035 No Project scenario, the following intersections are projected to exceed LOS D during one or both peak periods. These include the intersections of Linwood Street/ Visalia Parkway, Dans Street/Visalia Parkway, County Center Drive/Visalia Parkway, Mooney Boulevard (SR 63)/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard (63)/Avenue 272 are projected to exceed LOS D.

To improve the LOS to D or better, the improvements presented under the Cumulative Year 2035 No Project are recommended for this scenario. Additionally at the intersection of Mooney Boulevard (SR 63)/Visalia Parkway it is recommended that a second northbound left turn lane be marked within the existing paved surface.

Similar to the previous scenario, under this scenario, the study segments are projected to operate at LOS F during the p.m. peak hours. To improve the LOS to D or better the same improvements as presented in the Cumulative Year 2035 No Project should be implemented.

Table XIV: Cumulative Year 2035 plus Project – Intersection Level of Service Results

ID	Intersection	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (sec/veh) Or {v/c}	LOS	Average Delay (sec/veh) Or {v/c}	LOS
1	Demaree Street / Caldwell Avenue	Signalized	34.7	C	47.2	D
2	Demaree Street / Packwood Avenue	Signalized	7.3	A	5.5	A
3	Linwood Street / Visalia Parkway	One-way STOP	38.6	E	>120	F
		One-way STOP v/c ratio	{0.79}	n/a	{>1.50}	n/a
		Mitigated all-way STOP	12.1	B	28.5	D
4	Demaree Street / Visalia Parkway	Signalized	26.2	C	34.9	C
5	Dan Street / Visalia Parkway	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	20.5	C	17.5	B

Table continued next page.

Table XIV (continued): Cumulative Year 2035 plus Project – Intersection Level of Service Results

ID	Intersection	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (sec/veh) Or {v/c}	LOS	Average Delay (sec/veh) Or {v/c}	LOS
6	County Center Drive / Visalia Parkway	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>0.87}	n/a	{>1.50}	n/a
		Mitigated Signalized	24.9	C	35.2	D
7	Mooney Boulevard (SR 63) / Visalia Parkway	Signalized	59.3	E	>120	F
		Mitigated Signalized	30.6	C	47.0	D
8	Demaree Street / Avenue 272	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	24.0	C	24.3	C
9	Mooney Boulevard (SR 63) / Avenue 272	Two-way STOP	>120	F	>120	F
		Two-way STOP v/c ratio	{>1.50}	n/a	{>1.50}	n/a
		Mitigated Signalized	20.8	C	25.0	C

Notes: LOS = Level of Service of worse movement for Two-way STOP controlled intersections and average delay at All-way STOP and signalized intersections
v/c = ratio of worst approach

Table XV: Cumulative Year 2035 plus Project – Segment Level of Service Results

Street	Limits	Lanes	24-hr Volume	LOS	A.M. Peak Hour Volume	LOS	P.M. Peak Hour Volume	LOS
Visalia Pkwy.	Demaree St. & Dans St.	2	9,120	C	1,470	D	2,126	F
		4		C		C		
	Dans St. & County Center Dr.	2	12,740	D	1,356	D	2,017	F
		4		C		C		

Notes: LOS = Level of Service per the Florida LOS Tables

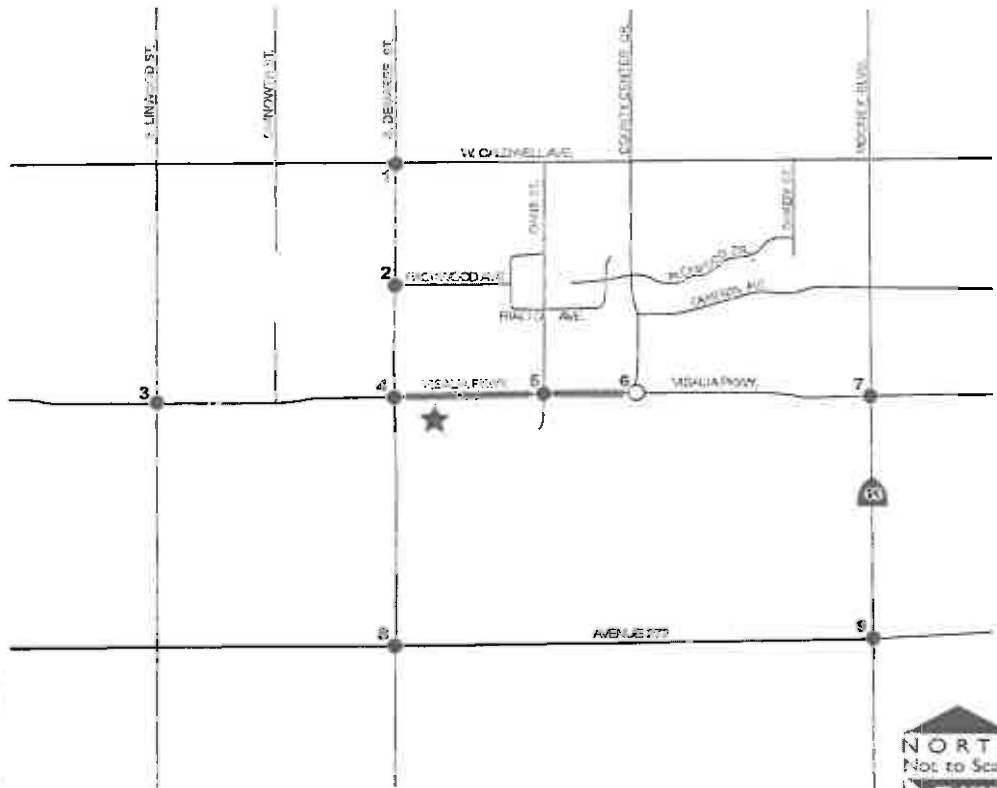
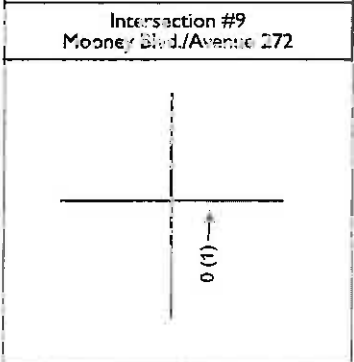
Traffic Signal Warrants

Peak hour traffic signal warrants as appropriate were prepared for the unsignalized study intersections for the Cumulative Year 2035 plus Project traffic conditions scenario. These warrant worksheets are found in Appendix H. Under this scenario, the intersections of the Linwood Street/Visalia Parkway, Demaree Street/Avenue 272 and Mooney Boulevard/Avenue 272 meet peak hour signal warrants during the p.m. and a.m. peak periods, while the intersections of Dans Street/Visalia Parkway and County Center Drive/Visalia Parkway meet peak hour signal warrants during one but not the other peak.

Similar to the previous scenario, the addition of lanes coupled with the implementation of all-way STOP controls is projected to improve the LOS to D or better at the intersection of Linwood Street/Visalia Parkway; therefore, signalization of this intersection is not recommended. It is also worth noting that the MUTCD states “satisfaction of a signal warrant or warrants shall not in itself require the installation of a traffic signal”; therefore it is recommended that prior to installation of a traffic signal, California MUTCD warrants 1, 2, and 7 as applicable be conducted.

Similar to the previous scenario, the implementation of additional lanes is not projected to improve the v/c ratios or the LOS at the remaining intersections that meet peak hour signal warrants; therefore, it is recommended that these intersections be signalized. These include the intersections of Dans Street/Visalia Parkway, County Center Drive/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard/Avenue 272.

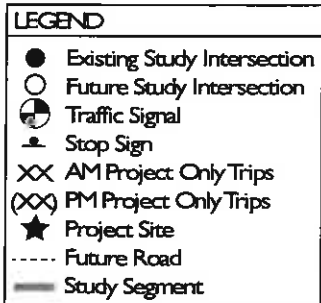
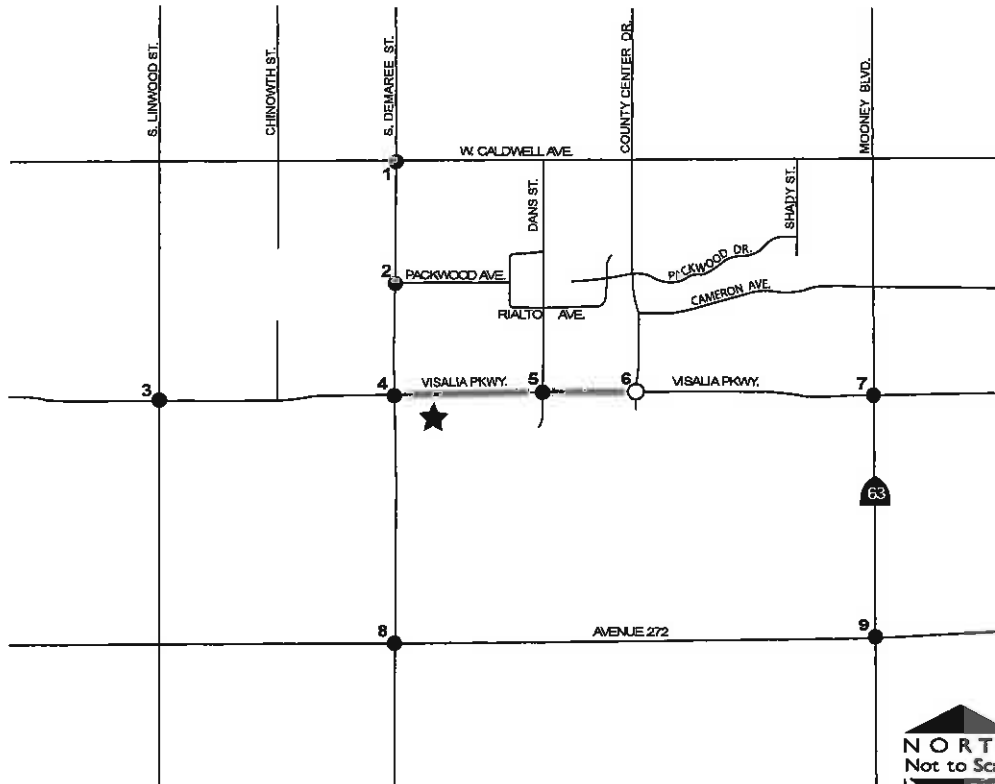
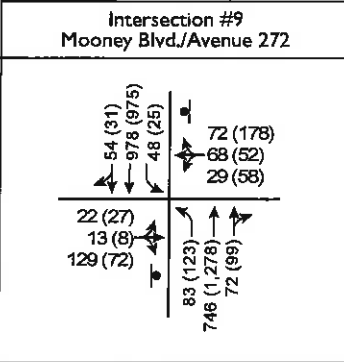
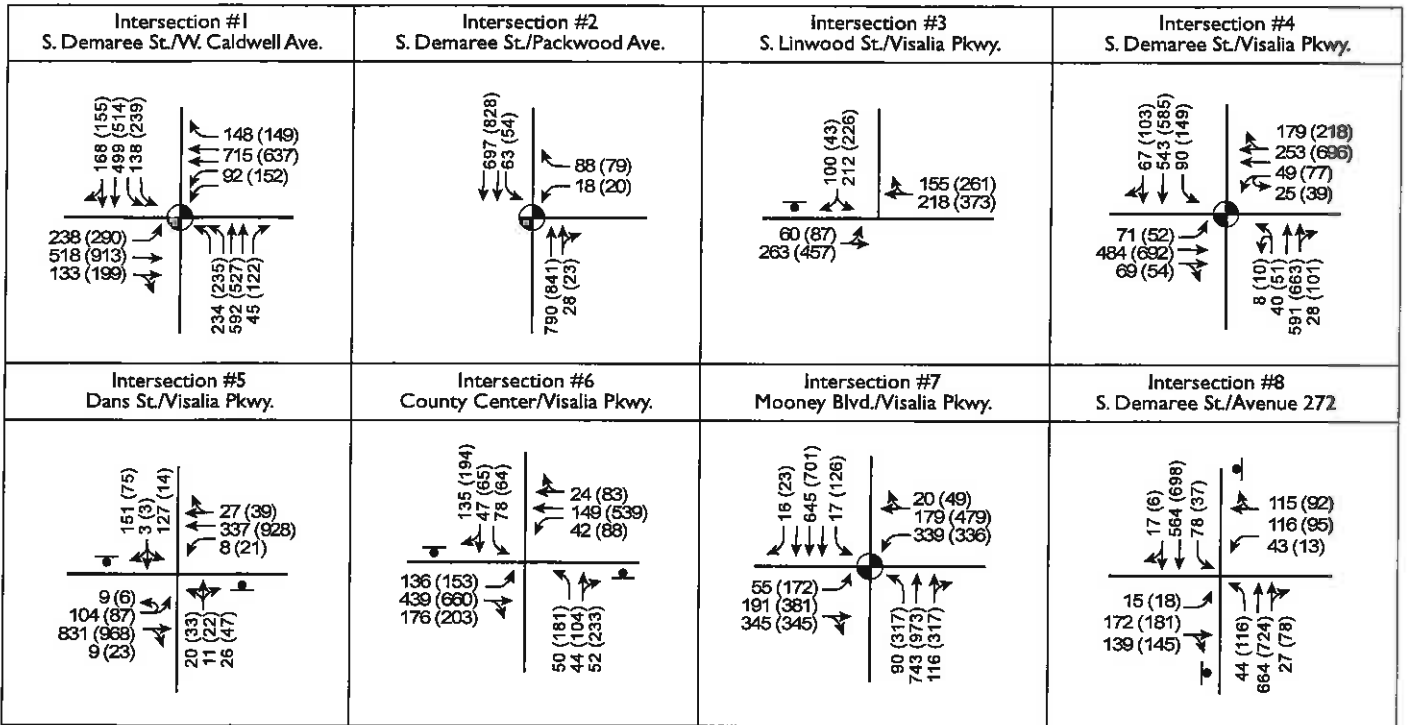
Intersection #1 S. Demaree St./W. Caldwell Ave.	Intersection #2 S. Demaree St./Packwood Ave.	Intersection #3 S. Linwood St./Visalia Pkwy.	Intersection #4 S. Demaree St./Visalia Pkwy.
Intersection #5 Dane St./Visalia Pkwy.	Intersection #6 County Center/Visalia Pkwy.	Intersection #7 Mooney Blvd./Visalia Pkwy.	Intersection #8 S. Demaree St./Avenue 272



LEGEND

- Existing Study Intersection
- Future Study Intersection
- XX AM Project Only Trips
- XX PM Project Only Trips
- ★ Project Site
- Future Road
- Study Segment





Transportation Impact Fees and Fair Share Analysis

Transportation impact fees are assessed to all development projects pursuant to the current impact fees at the time building permits are pulled. The current City of Visalia impact fees went into effect on August 17, 2012. These fees differ for each type of land general use i.e. residential, commercial, office, industrial, and institutional. Each of these land uses is further categorized. For example the residential category is split into single family, multifamily and senior housing. The Ravi Homes mixed use development project falls within the residential, commercial and office general designations. It is worth noting that prior vested tentative maps and projects with existing reimbursement agreements will continue to be assessed per resolution 8-32 and not the latest impact fee schedule which went into effect on August 17, 2012.

Unlike most typical development projects the Ravi Homes Project provides a fully integrated mixed land use project which includes residential, office, and commercial land uses. On some of these components both vehicle and pedestrian trips will occur within the project site (internal trips). This reduces the reliance on the automobile as the principle form of transportation and facilitates non-vehicular modes of transportation such as walking and bicycling. As a result this project is anticipated to produce lower trip generation as compared to a non integrated mixed use development project. Additionally, the location of this project is anticipated to have a high percentage of pass-by trips. The combination of the integrated mixed use, internal capture trips and pass-by trips should be taken into account transportation impact fees are assessed.

The project's fair share percentage impacts to the future improvements are provided in Table XVI. The project's fair share percentage impacts were calculated pursuant to the Caltrans Guide for the Preparation of Traffic Impact Studies. Existing project trip assignment, and the cumulative year 2035 volumes were obtained from existing traffic counts and the TCAG Model runs.

Table XVI: Project's Fair Share of the Future Improvements

Location	P.M. Peak Hour			Project's Fair Share Impact (P)
	Existing Traffic (Te)	Project Traffic (T)	Year 2035 plus Project Traffic (Tb)	
SR 99 / Caldwell Avenue SB Ramps*	1122	6	2,009	0.68%
SR 99 / NB Ramps south of Caldwell Avenue*	820	4	1,508	0.58%
Linwood Street/Visalia Parkway	255	31	1,447	2.60%
Dans Street/Visalia Parkway	164	93	2,276	4.40%
County Center/Visalia Parkway	495	81	2,567	3.91%
Mooney Boulevard (SR 63) / Visalia Parkway	2,310	32	4,219	1.68%
Derraree Street/Avenue 272	1,175	23	2,203	2.24%
Mooney Boulevard (SR 63) / Avenue 272	2,045	1	2,926	0.11%

Notes: Fair Share Impact $P = T / (Tb - Te)$
T = Project's trip assignment per Figure 10,
Te = Existing traffic volumes of the impacted facility
Tb = Forecasted cumulative year volume of the impacted facility
* =Existing volumes taken from base year 2011 TCAG Modeling

Queuing Analysis

Table XVII provides a queue length summary for the left and right turn lanes at the study intersections for the Existing, Opening Year 2013 plus Project, and Near Term Year 2018 plus Project, Cumulative Year 2035 No Project, and Cumulative Year 2035 plus Project scenarios.

Table XVII: Queuing Analysis

Intersection	Existing Queue Storage Length (ft)		Queue Length, Ft.									
			Existing		Opening Year 2013 plus Project		Near Term Year 2018 plus Project		Cumulative Year 2035 No Project		Cumulative Year 2035 plus Project	
			A.M	P.M	A.M	P.M	A.M	P.M	A.M	P.M	A.M	P.M
Demaree Street / Caldwell Avenue	EB Left	225	200	200	200	225	200	250	250	400	225	375
	WB Dual Lefts	250	100	125	100	125	75	100	75	100	75	125
	WB Right	125	50	75	50	75	50	100	75	75	75	75
	NB Dual Lefts	250	75	75	100	75	150	125	150	175	150	175
	NB Right	125	50	100	50	100	50	100	100	100	100	100
	SB Dual Lefts	250	75	125	100	125	75	125	100	150	100	150
Demaree Street / Packwood Avenue	WB Left	55	50	50	50	50	50	50	50	50	50	50
	SB Left	240	100	75	75	75	100	75	100	100	100	100
Linwood Street / Visalia Parkway	EB Left	-	-	-	-	-	-	-	50	75	75	75
	WB Right	-	-	-	-	-	-	-	75	100	75	100
	SB Right	-	-	-	-	-	-	-	50	50	75	50
Demaree Street / Visalia Parkway	EB Left	150	50	50	75	75	75	75	150	125	150	175
	WB Left	300	50	50	100	75	175	150	75	300	100	500
	NB Left	200	75	75	75	125	100	100	75	100	100	150
	SB Left	200	100	50	125	150	175	175	100	175	150	175
Dans Street / Visalia Parkway	EB Left	-	-	-	-	-	-	-	125	125	100	150
	WB Left	-	-	-	-	-	-	-	50	75	50	50
	NB Left	-	-	-	-	-	-	-	50	75	50	75
	SB Left	-	-	-	-	-	75	50	100	50	100	75
County Center Drive / Visalia Parkway (future)	EB Left	-	-	-	-	-	75	100	125	200	175	200
	WB Left	-	-	-	-	-	-	-	75	125	75	150
	NB Left	-	-	-	-	-	-	-	75	225	75	250
	SB Left	-	-	-	-	-	-	-	75	100	100	100
Mooney Boulevard (SR 63) / Visalia Parkway	EB Left	185	25	75	25	75	75	200	75	350	100	250
	WB Left	180	100	200	125	250	150	300	300	375	300	350
	NB Dual Lefts	-	-	-	-	-	-	-	-	-	100	200
	NB Right	-	-	-	-	-	-	-	50	150	50	150
	SB Left	300	25	125	50	125	25	150	50	350	50	200
	SB Right	225	25	25	25	25	25	50	25	125	50	50
Demaree Street / Avenue 272	EB Left	-	-	-	25	25	50	50	50	50	50	50
	WB left	-	-	-	25	0	25	25	75	50	75	50
	NB Left	125	25	25	25	25	50	50	100	175	75	225
	SB Left	125	50	25	50	50	100	100	100	75	100	75
Mooney Boulevard (SR 63) / Avenue 272	EB Left	-	-	-	50	75	50	50	50	75	75	50
	WB Left	-	-	-	75	50	25	50	50	100	75	75
	NB Left	475	25	75	75	200	100	150	100	150	150	150
	SB Left	475	25	25	50	50	100	50	75	50	50	50

Queuing analysis was completed using Synchro output information. Synchro provides both 50th and 95th percentile maximum queue lengths in feet. According to the Synchro manual, "the 50th percentile maximum queue is the maximum back of queue on a typical cycle and the 95th percentile queue is

the maximum back of queue with 95th percentile volumes.” The queues shown on Table XVII are the 95th percentile maximum queue lengths for the respective lane movements.

Based on the Synchro output files it is recommended that the storage capacity for the following be considered for the Cumulative Year 2035 plus Project scenario:

- At the intersection of Demaree Street/Caldwell Avenue:
 - Increase the eastbound right turn lane from 225 feet to 375 feet or restripe the west leg of Caldwell Avenue to accommodate a second left turn lane.
- At the intersection of Linwod Street/Visalia Parkway:
 - Set the storage length of the eastbound left turn lane at 75 feet.
- At the intersection of Demaree Street/Visalia Parkway:
 - Set the storage length of the westbound left turn lane at 400 feet.
- At the intersection of Dans Street/Visalia Parkway:
 - Set the storage length of the eastbound left turn lane at 150 feet;
 - Set the storage length of the westbound left turn lane at 50 feet;
 - Set the storage length of the northbound left turn lane at 75 feet; and
 - Set the storage length of the southbound left turn lane at 100 feet.
- At the intersection of County Center Drive/Visalia Parkway:
 - Set the storage length of the eastbound left turn lane at 200 feet;
 - Set the storage length of the westbound left turn lane at 150 feet;
 - Set the storage length of the northbound left turn lane at 250 feet; and
 - Set the storage length of the southbound left turn lane at 100 feet.
- At the intersection of Mooney Boulevard (SR 63)/Visalia Parkway:
 - Increase the eastbound left turn lane from 185 feet to 250 feet;
 - Increase the westbound left turn lane from 180 feet to 350 feet;
 - The storage length of the northbound right turn lane should be set at 150 feet; and
 - Restripe the south leg of Mooney Boulevard (SR 63) to accommodate a second left turn lane.
- At the intersection of Mooney Boulevard (SR 63)/Avenue 272:
 - Set the storage length of the eastbound left turn lane at 75 feet; and
 - Set the storage length of the westbound left turn lane at 100 feet.

At the remaining approaches to the study intersections, the existing left and right turn lane storage capacity will be sufficient to accommodate the maximum queue.

Conclusions and Recommendations

Conclusions and recommendations regarding the Ravi Homes Mixed Use Development Project are provided below for each of the Study Scenarios:

Existing Conditions

- Currently, all study segments operate at LOS B or better during the daily, a.m. and p.m. peak hour conditions.
- Under this scenario, with the exception of the intersection of Mooney Boulevard/Avenue 272, all study intersections operate at LOS D or better. The intersection of Mooney Boulevard/Avenue 272 is a Two-way STOP controlled (TWSC) intersection that operates at LOS F but has very low volumes on Avenue 272. The Highway Capacity Manual (HCM) recommends that in evaluating the overall performance of TWSC intersections it is important to consider measures of effectiveness in addition to delay. These measures of effectiveness include volume to capacity (v/c) ratios, average queue lengths, and 95th percentile queue lengths. While the queue lengths are found to be acceptable the v/c ratio is not. To improve the v/c ratio to an acceptable level it is recommended that a 125 foot eastbound right turn lane be implemented.
- Since the intersection of Mooney Boulevard/ Avenue 272 does not satisfy signal warrants, the reduction in delay for the stop-controlled vehicles may not justify new delays that would be incurred by the major street traffic (which is currently not stopped). Under these circumstances, the installation of a traffic signal is not recommended and the LOS for stop-controlled vehicles would be considered an “adverse but not significant” impact.

Opening Year 2013 plus Project Traffic Conditions

- In the Year 2013 the project is estimated to generate a maximum of 2,983 daily trips, 190 a.m. and 264 p.m. peak hour net new project trips.
- With the exception of the intersections of Mooney Boulevard/Avenue 272 and Demaree Street/Avenue 272, all study intersections are projected to operate at LOS D or better. Similar to the existing conditions scenario the v/c ratio was determined for both intersections. For the intersection of Demaree Street/Avenue 272, the v/c ratios were found to be less than 1.0 and therefore considered acceptable and as a result no mitigation is necessary. The v/c ratio for the intersection of Mooney Boulevard/Avenue 272 is greater than 1.0 during the p.m. peak period. The addition of lanes alone is not projected to improve the v/c ratio to 1.0 or less. Therefore since the intersection meets peak hour signal warrants it is recommended that the intersection be signalized with protective left turn phasing in all directions. With these improvements the intersection is projected to improve to LOS C or better during the a.m. and p.m. peak periods.
- Under this scenario, all study segments are projected to operate at LOS C or better during the daily, a.m. peak hour, and p.m. peak hour conditions.
- Bike lanes should be planned for the project’s frontage improvements to Demaree Street and Visalia Parkway.
- TJKM’s review of the proposed internal circulation network and found no deficiencies.

Mid Term Year 2018 plus Project Traffic Conditions

- Under this scenario, all study segments are projected to operate at LOS D or better during the daily, a.m. peak hour, and p.m. peak hour conditions.

- Under this scenario, several of the study intersections are projected to exceed LOS D during one or both peak hours.
- The detailed mitigation measures presented in the Near Term Year 2018 plus Project scenario will be necessary in order to improve the LOS at the following intersections:
 - Dans Street/Visalia Parkway
 - Mooney Boulevard (SR 63)/Visalia Parkway
 - Demaree Street/Avenue 272
 - Mooney Boulevard (SR 63)/Avenue 272

Cumulative Year 2035 No Project Conditions

- Under this scenario, several of the study intersections are projected to exceed LOS D during one or both peak hours.
- The detailed improvements presented in the Cumulative Year 2035 No Project scenario will be necessary in order to maintain an acceptable LOS D or better in the year 2035 without the proposed Project. The intersections projected to exceed LOS D are listed below along with the brief description of the recommended improvements. The specific improvements are contained within the body of the TIA report.
 - Linwood Street/Visalia Parkway; add approach lanes on all legs and install all-way STOPs.
 - Dans Street/Visalia Parkway, add approach lanes on the west, north and south legs, and signalize the intersection.
 - County Center Drive/Visalia Parkway, add approach lanes on the west, north and south legs and signalize the intersection.
 - Mooney Boulevard (SR 63)/Visalia Parkway, add approach lanes on the west and south legs and modify the traffic signal.
 - Demaree Street/Avenue 272; signalize the intersection.
 - Mooney Boulevard (SR 63)/Avenue 272; add approach lanes on the east and west legs and signalize the intersection.
- Under this scenario, the segments of Visalia Parkway between Demaree Street and County Center Drive are projected to operate at LOS F during the p.m. peak hours. To improve the LOS to D or better, it is recommended that Visalia Parkway to be built as a four lane arterial.

Cumulative Year 2035 plus Project Conditions

- Similar to the Year 2035 No Project scenario, the intersections of Linwood Street/ Visalia Parkway, Dans Street/Visalia Parkway, County Center Drive/Visalia Parkway, Mooney Boulevard (SR 63)/Visalia Parkway, Demaree Street/Avenue 272, and Mooney Boulevard (63)/Avenue 272 are projected to exceed LOS D.
- To improve the LOS to D or better, the improvements presented under the Cumulative Year 2035 No Project are recommended. Additionally at the intersection of Mooney Boulevard (SR 63)/Visalia Parkway it is recommended that a second northbound left turn lane be marked.
- Similar to the previous scenario, the study segments are projected to operate at LOS F during the p.m. peak hours. To improve the LOS to D or better the same improvements as presented in the Cumulative Year 2035 No Project should be implemented.

- The Ravi Homes Project is a fully integrated mixed land use project which includes residential, office, and commercial land uses and as a result reduces the reliance on the automobile as the principle form of transportation and thereby promotes non-vehicular modes of transportation such as walking and bicycling. This project is anticipated to produce lower trip generation as compared to a non integrated mixed use development project. Additionally, the location of this project is anticipated to have a high percentage of pass-by trips. The combination of the integrated mixed use, internal capture trips and pass-by trips should be taken into account transportation impact fees are assessed.
- It is recommended that this project contribute its equitable fair share to Caltrans facilities as noted in Table XVI.
- It is recommended that the City consider increasing the storage lengths of the left and right turn lanes as indicated in the Cumulative Year 2035 plus Project queuing analysis found on Table XVII.

Study Participants

TJKM Personnel

Chris Kinzel, P.E.

Jose Luis Benavides, P.E.

Jeffrey Lacap

Aileen Cabico

Margie Pfaff

Vice President

Project Manager

Graphics Designer

Transportation Engineer

Word Processing

Persons Consulted

Eric Bons, Senior Civil Engineer

Brandon Smith, AICP, Senior Planner

Britt Fussel

Johnny Wong

David Deel

Mark Hays, Associate Regional Planner

Marvin Demmers, Regional Planner

Marie Baitie

City of Visalia, Traffic Safety Division

City of Visalia, Planning

County of Tulare

County of Tulare

Caltrans-District 6, Office of Traffic Planning

Tulare County Association of Governments

Tulare County Association of Governments

TPG Consulting, Inc.

References

- *Trip Generation, 8th Edition*, Institute of Transportation Engineers
- *Highway Design Manual*, September 2006 Edition, Caltrans
- *Circulation Element Update*, City of Visalia, April 2001
- *SR 63 Transportation Concept Report*, July 2006, Caltrans District 6



MEETING DATE 2/22/2012
SITE PLAN NO. 12-033
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 8:30 a.m. and 4:30 p.m., Monday through Friday.

Your plans must be reviewed by:

- | | |
|--|--|
| <input type="checkbox"/> CITY COUNCIL | <input type="checkbox"/> REDEVELOPMENT |
| <input type="checkbox"/> PLANNING COMMISSION | <input type="checkbox"/> PARK/RECREATION |
| <input type="checkbox"/> HISTORIC PRESERVATION | <input type="checkbox"/> OTHER _____ |

ADDITIONAL COMMENTS _____

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

Site Plan Review Committee



MEETING DATE 2-22-12

SITE PLAN NO. 12-033

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 8:30 a.m. and 4:30 p.m., Monday through Friday.

Your plans must be reviewed by:

CITY COUNCIL

REDEVELOPMENT

PLANNING COMMISSION

PARK/RECREATION

HISTORIC PRESERVATION

OTHER _____

ADDITIONAL COMMENTS _____

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

Site Plan Review Committee

Building Site Plan Review Comments

ITEM NO: 2

DATE: Februa ., 2012

SITE PLAN NO:

SPR12033

PROJECT TITLE:

MIXED USE DEVELOPMENT

DESCRIPTION:

GENERAL PLAN AMEND, CHANGE OF ZONE, CUP FROM URBAN RESERVE/AG URBAN DEVELOPMENT AREA WITH MIXED USE DEVELOPMENT (REFER 10-128)

APPLICANT:

TPG CONSULTING - BEATIE MARY

PROP OWNER:

RAVI HOMES LLC

LOCATION:

SEC VISALIA PARKWAY/DEMAREE

APN(S):

126-011-020

NOTE:

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

- Submit 3 sets of engineered plans and 2 sets of calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- Meet city and state requirements for accessibility for persons with disabilities.
- Submit 3 sets of plans signed by an architect or engineer. Must comply with 2010 California Building Code Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- Obtain required permits from San Joaquin Valley Air Pollution Board.
- Location of cashier must provide clear view of gas pump island
- Calculations of free-standing carport.
- Treatment connection charge to be assessed based on use. Credits _____
- Must comply with state energy requirements.
- Plans must be approved by the Tulare County Health Department.
- A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- Project is located in flood zone _____* A building permit will be required
- All accessible units required to be adaptable for the physically handicapped.
- Acceptable as submitted Arrange for an on-site inspection.
- Hazardous materials report. A demolition permit & deposit is required.
- School Development fees. Commercial \$0.47 per square foot. Residential \$2.97 per square foot.
- Park Development fee \$ _____, per unit collected with building permits.
- Existing address must be changed to be consistent with city address policy.

G. FERRERO

Signature

Site Plan Review Comments For:

Visalia Fire Department
Kurtis Brown, Senior Fire Inspector
707 W Acequia
Visalia, CA 93291
559-713-4261 *office*
559-713-4808 *fax*

ITEM NO: 2	DATE: February 22, 2012
SITE PLAN NO:	SPR12033
PROJECT TITLE:	MIXED USE DEVELOPMENT
DESCRIPTION:	GENERAL PLAN AMEND, CHANGE OF ZONE, CUP FROM URBAN RESERVE/AG URBAN DEVELOPMENT AREA WITH MIXED USE DEVELOPMENT (REFER 10-128)
APPLICANT:	TPG CONSULTING - BEATIE MARY
PROP OWNER:	RAVI HOMES LLC
LOCATION:	SEC VISALIA PARKWAY/DEMAREE
APN(S):	126-011-020

The following comments are applicable when checked:

- Refer to previous comments dated
- More information is needed before a Site Plan Review can be conducted. Please submit plans with more detail.
- The Site Plan Review comments in this document are not all encompassing, but a general overview of the California Fire Code, and City of Visalia Municipal Codes. Additional requirements may come during the plan review process.
- No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire protection requirements.
- Address numbers must be placed on the exterior of the building in such a position as to clearly and plainly visible from the street. Numbers will be at least six inches (6") high and shall be of a color to contrast with their background. If multiple addresses served by a common driveway, the range of numbers shall be posted at the roadway/driveway.
- 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.
- The turning radius for emergency fire apparatus is 20 feet inside radius and 43 feet outside radius. Ensure that the turns identified to you during site plan comply with the requirements. An option is a hammer-head constructed to City standards.
- An 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.
- Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with 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.

- A fire lane is required for this project. The location will be given to you during the site plan meeting.
- A Knox Box key lock system is required. Applications are available at the Fire Department Administrative Office.
- The security gates, if to be locked, shall be locked with a typical chain and lock that can be cut with a common bolt cutter, or the developer may opt to provide a Knox Box key lock system. Applications are available at the Fire Department Administrative Office.
- That portion of the building that is built upon a property line shall be constructed as to comply with Section 503.4 and Table 5-A of the California Building Code.
- 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.
- If you handle hazardous material in amounts that exceed the exempt amounts listed on Table 3-D of the California Building Code, you are required to submit an emergency response plan to the Tulare County Health Department. Prior to the building final inspection, we will want a copy of the plan and any Material Safety Data Sheets.
- An automatic fire sprinkler system will be required for this building. A fire hydrant is required within 50 feet of the fire department connection. The fire hydrant, fire department connection and the PIV valve should be located together and minimum 25' from the building, if possible. The caps on the FDC shall be Knox locking caps.
- An automatic fire extinguishing system for protection of the kitchen grease hood and ducts is required.
- Fire Department Impact Fee - \$1433.90 per acre.
- Fire Department Permit Fee - complete application during Building Department permit process.
- Special comments:


Kurtis Brown, Senior Fire Inspector

2-21-12

SITE PLAN REVIEW COMMENTS

Paul Bernal, Planning Division (559) 713-4025 & Brandon Smith (559) 713-4636

Date: February 22, 2012

SITE PLAN NO: 12-033
PROJECT: MIXED USE DEVELOPMENT
GENERAL PLAN AMENDMENT, CHANGE OF ZONE, CUP FROM
URBAN RESERVE/AG URBAN DEVELOPMENT AREA WITH MIXED
USE DEVELOPMENT (REFER 10-128)
APPLICANT TITLE: COMPREHENSIVE PLANNING, RAVI HOMES (PROP. OWNER)
LOCATION TITLE: SEC DEMAREE & VISALIA PKWY
APN TITLE: 126-011-020

General Plan: UR – Urban Reserve
Existing Zoning: A – Agriculture

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements:

- General Plan Amendment – To establish General Plan land use designations; to amend the 129,000 UDB to include the project site
- Change of Zone – To change the zoning based on the proposed project
- Site Plan Review for the Tentative Subdivision Map
- Site Plan Review for Conditional Use Permit – For a Planned Unit Development and any conditional uses (i.e., service station, carwash, multi-family, etc.)
- Traffic Impact Study and Noise Study for the automated car wash adjacent to residential
- Mitigated Negative Declaration (subject to change based on final CEQA initial study)

PROJECT SPECIFIC INFORMATION: 02/22/2012

1. **These comments are only for the land use concept plan and do not focus on the specific land uses. Separate site plan reviews shall be submitted for the tentative subdivision map, senior housing, and commercial components, at which staff will provide more detailed comments on these items.**
2. Individual site plans are required for each of the three development components of this site. All site plans shall be fully dimensioned. On the residential components provide unit counts for the multi-family.
3. All the site plans shall identify fencing locations and block walls including pedestrian openings.
4. The site plan for the Planned Residential Development shall depict typical lot patterns including setbacks. The lots shall be developed with paired driveways. This allows for additional street parking across the frontage of the smaller lots. Depict this layout on the site plan.
5. Good neighborhood policies are required for the multi-family lots and will be incorporated as conditions of project approval for the Conditional Use Permit for the Planned Residential Development.
6. Elevations for both the single-family and multi-family are going to be required with the submittal of the CUP application.
7. Access gates into the gated subdivision do not appear to meet City's standards. Contact the Traffic Engineering Division regarding private gate access design.
8. The current zoning (Agriculture) and the site location outside of the City's Urban Development Boundary preclude the project from developing at this location. A General Plan Amendment

- and Change of Zone are necessary in order for the project to develop. These would need to be approved prior to securing a Tentative Subdivision Map and Conditional Use Permit.
9. A Conditional Zoning Agreement in association with a golf driving range proposal was previously recorded on this site and continues to run with the land. It will need to be amended or rescinded to conform to the new proposal.
 10. Staff's initial finding is that the proposed project may be premature being that it is outside the Urban Development Boundary, and being that a comprehensive effort for assigning land uses to the Urban Reserve area has not yet been undertaken. While the applicant is free to proceed with filing a GPA and COZ, staff highly recommends that the applicant pursue making a formal request to the General Plan Update Review Committee regarding the proposed land use concept and participate in the General Plan Update effort.
 11. **Indicate the proposed zoning designations on the plan. The R-M-2 zone would be the appropriate designation for the single-family residential component based on the lot sizes and estimated net density.**
 12. **Indicate any proposed phasing on the site plan or in a detailed operational statement.**
 13. **Indicate the gross and net densities for the single-family housing component.**
 14. A noise study will be required to assess noise levels incurred by the proposed car wash and to assess Noise Ordinance compliance with the adjacent senior housing.
 15. The access to the subdivision located off of Demaree cannot have shared utilization as an access for parking and trash bins. The street will need to meet the City's improvement standards for a local street.
 16. A Design District or other setback standards will need to be established for the site, as no standards currently exist for the site.
 17. Identify if multi-family component is to be aged restricted.

CITY GENERAL PLAN CONSISTENCY

Staff's initial finding is that the proposed site plan IS NOT 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.

Parking:

1. Provide spaces based on the specific type of land use. The Zoning Ordinance (Section 17.34.020) requires the following amounts of parking based on land uses:
 - One space per 300 square feet of retail;
 - One space per 225 square feet of shopping center (when specific commercial use is unknown);
 - One space per 250 square feet of general / professional office uses;
 - One space per 200 square feet of medical office uses;
 - One space per dwelling unit for senior citizen housing developments;
 - Two spaces per single-family (detached) dwelling.
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) in accordance with Building Code [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. No repair work or vehicle servicing is allowed in a required parking area (Zoning Ordinance Section 17.34.030.L).
6. It is highly recommended that bicycle rack(s) be provided on site plan.
7. No parking is allowed in a required front or street side yard setback (Zoning Ordinance Section 17.34.030.F).

8. Design/locate parking lot lighting to deflect any glare away from abutting residential areas. Supporting calculations shall be shown on construction documents (Zoning Ordinance Section 17.34.030.J).
9. The parking lot shall be screened from view by a mound or shrubs not to exceed four feet in height when located adjacent to street frontage (Zoning Ordinance Section 17.30.130.C4a).

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide second-story screening for all windows that may intrude into adjacent residential properties. Details and cross-sections must be reviewed and approved prior to issuance of building permits (Zoning Ordinance Section 17.30.130.F).
3. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).
4. Provide solid screening of all outdoor storage areas. Outdoor storage shall be screened from public view with solid material (Zoning Ordinance Section 17.30.130.F).
5. Outdoor retail sales is prohibited.
6. Cross sections need to be provided for Site Plan Review if there is greater than an 18-inch difference between the elevation of the subject site and the adjacent properties. Such sections would also be required for the public hearing process.
7. All outdoor storage areas are to be identified on the site plan and are to be shown with screening (fencing). No materials may be stored above the storage area fence heights (Zoning Ordinance Section 17.30.130.F).
8. If there is an anticipated grade difference of more than 12 inches between this site and the adjacent sites, a cross section of the difference and the walls must be provided as a part of the Subdivision and/or CUP application package.
9. 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.
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. In the P(R-M) multi-family residential zone, all multiple family developments shall have landscaping including plants, and ground cover to be consistent with surrounding landscaping in the vicinity. Landscape plans to be approved by city staff prior to installation and occupancy of use and such landscaping to be permanently maintained. (Zoning Ordinance Section 17.16.180)
4. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).

5. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
6. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).
7. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C).
8. Provide a detailed landscape and irrigation plan for review prior to issuance of building permits. Please review Zoning Ordinance section 17.30.130-C for current landscaping and irrigation requirements.
9. Provide a conceptual landscape plan for resubmittal or planning commission review.
10. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter (see Oak Tree Preservation Ordinance).
11. 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. The light poles may be a maximum of 15 feet high with the light element to be completely recessed into the can.
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 .5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, .5 lumens may not be acceptable.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

Please note that the project is subject to SJVAPCD Rule 9510. The applicant is encouraged to do early indirect source modeling consultation with the Air District (please see http://www.aqmd.gov/rules/proposed/2301/sjvapcd_rule9510.pdf).

Noise: Must meet City noise standards as prescribed by the Noise Element.

Signage: [see Zoning Ordinance Section 17.48]

1. All signs require a separate building permit.
2. Provide a conceptual sign program for planning commission review.

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.

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.

Signature 

City of Visalia
Police Department
303 S. Johnson St.
Visalia, Ca. 93292
(559) 713-4573

ITEM NO: 2 DATE: February 2012
SITE PLAN NO: SPR12033
PROJECT TITLE: MIXED USE DEVELOPMENT
DESCRIPTION: GENERAL PLAN AMEND, CHANGE OF ZONE, CUP
 FROM URBAN RESERVE/AG URBAN DEVELOPMENT
 AREA WITH MIXED USE DEVELOPMENT (REFER
 10-128)
APPLICANT: TPG CONSULTING - BEATIE MARY
PROP OWNER: RAVI HOMES LLC
LOCATION: SEC VISALIA PARKWAY/DEMAREE
APN(S): 126-011-020

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

QUALITY ASSURANCE DIVISION
SITE PLAN REVIEW COMMENTS

ITEM NO: 2 DATE: February 22, 2012
SITE PLAN NO: SPR12033
PROJECT TITLE: MIXED USE DEVELOPMENT
DESCRIPTION: GENERAL PLAN AMEND, CHANGE OF ZONE, CUP
 FROM URBAN RESERVE/AG URBAN DEVELOPMENT
 AREA WITH MIXED USE DEVELOPMENT (REFER
 10-128)
APPLICANT: TPG CONSULTING - BEATIE MARY
PROP OWNER: RAVI HOMES LLC
LOCATION: SEC VISALIA PARKWAY/DEMAREE
APN(S): 126-011-020

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 - 3/4 HP. MAXIMUM _____
- SUBMISSION OF A DRY PROCESS DECLARATION _____
- NO SINGLE PASS COOLING WATER IS PERMITTED FOR COMMERCIAL / RETAIL
- 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

2-21-12

DATE

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

ITEM NO: 2
SITE PLAN NO: SPR12033
PROJECT TITLE: MIXED USE DEVELOPMENT
DESCRIPTION: GENERAL PLAN AMEND, CHANGE OF ZONE, CUP FROM URBAN RESERVE/AG URBAN DEVELOPMENT AREA WITH MIXED USE DEVELOPMENT (REFER 10-128)
APPLICANT: TPG CONSULTING - BEATIE MARY
PROP. OWNER: RAVI HOMES LLC
LOCATION: SEC VISALIA PARKWAY/DEMAREE
APN(S): 126-011-020

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 intersecting street.
- Install Stop Signs at each driveway entering Visalia Parkway and Demaree Street (Road 108).
- Construct parking per City Standards PK-1 through PK-4.
- Construct drive approach per City Standards.
- Traffic Impact Study required.
-

Additional Comments:

Driveways shall be restricted to right-in and right-out movements only. Location of driveways shall be in accordance with City Standard drawing C-24.

All gates shall be located a minimum of 25 feet behind the right of way line.


Eric Bons

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

COMMERCIAL BIN SERVICE

ITEM NO: 4 DATE: February 24, 2015

SITE PLAN NO: SPR12033
PROJECT TITLE: MIXED USE DEVELOPMENT
DESCRIPTION: GENERAL PLAN AMEND, CHANGE OF ZONE, CUP FROM URBAN RESERVE/AG URBAN DEVELOPMENT AREA WITH MIXED USE DEVELOPMENT (REFER 10-128)
APPLICANT: TPG CONSULTING - BEATIE MARY
PROP OWNER: RAVI HOMES LLC
LOCATION: SEC VISALIA PARKWAY/DEMAREE
APN(S): 126-011-020

- 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 be fore 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 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

Javier Hernandez, Solid Waste Front Load Supervisor 713-4338

**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

- Jason Huckleberry 713-4259
- Ken McSheehy 713-4447
- Adrian Rubalcaba 713-4164

ITEM NO: 2 DATE: FEBRUARY 22, 2012

SITE PLAN NO.: 12-033
PROJECT TITLE: MIXED USE DEVELOPMENT
DESCRIPTION: GENERAL PLAN AMEND. CHANGE OF ZONE,
CUP FROM URBAN RESERVE/AG URBAN
DEVELOPMENT AREA WITH MIXED USE
DEVELOPMENT (REFER 10-128)
APPLICANT: TPG CONSULTING - BEATY MARY
PROP. OWNER: RAVI HOMES LLC
LOCATION: SEC VISALIA PARKWAY/DEMAREE
APN: 126-011-020

SITE PLAN REVIEW COMMENTS

REQUIREMENTS (Indicated by checked boxes)

- Submit improvements plans detailing all proposed work; Subdivision Agreement will detail fees & bonding requirements
- Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map
- The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.
- A preconstruction conference is required prior to the start of any construction.
- Right-of-way dedication required. A title report is required for verification of ownership. by map by deed
- City Encroachment Permit Required which shall include an approved traffic control plan.
- CalTrans Encroachment Permit Required. CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: David Deel (planning) 488-4088
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map. Contact Doug Damko, 713-4268, 315 E. Acequia Ave.
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District
- Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.
- Written comments required from ditch company. Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- Final Map & Improvements shall conform to the City's Waterways Policy. Access required on ditch bank, 12' minimum. Provide wide riparian dedication from top of bank.
- Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is

required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.

- Show 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. The City will evaluate Oak trees with removal permit applications. Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. A pre-construction conference is required. Contact: David Pendergraft, City Arborist, 713-4295
 - Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
 - Relocate existing utility poles and/or facilities.
 - Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
 - Provide "R" value tests. each at
 - Traffic indexes per city standards:
 - All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
 - All lots shall have separate drive approaches constructed to City Standards.
 - Install street striping as required by the City Engineer.
 - Install sidewalk: 6 ft. wide, with 10 ft. wide parkway on **Demaree and Visalia Parkway on commercial and senior housing frontage- 5' sidewalk and 10' parkway with 10' landscape strip/lot behind R/W on residential frontage.**
 - Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).
 - Subject to existing Reimbursement Agreement to reimburse prior developer:
 - Abandon existing wells per City of Visalia Code. A building permit is required
 - Remove existing irrigation lines & dispose off-site. Remove existing leach fields and septic tanks.
 - Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
 - If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
 - If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.
- Comply with prior comments Resubmit with additional information Redesign required

Additional Comments:

NOTE: All improvements to City of Visalia Standards.

- 1.) Drive approach locations and size to meet City Standard C -24 for Arterial/Collector streets. All drive approaches to be on property frontage and a minimum of 20' radius returns with bulb outs.**
- 2.) Demaree and Visalia Parkway are both arterial streets with full medians. Plans need to show existing and proposed medians and improvements along with a cross section of both streets. All drives shown are right in-right out only. If proposing a median break please show in detail for review by staff.**
- 3.) Gated entries need to be a minimum of 25' behind R/W and need to provide a turnaround in front of each. Show location of entry pad and turnaround.**
- 4.) Solid waste access to the north and south lots of the easterly street? Lots may have to locate their cans in front of adjacent lots for pickup.**
- 5.) Install a block wall on Visalia Parkway frontage along the landscape strip for the single family housing section.**

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 12-033

Date: 2/22/12

Summary of applicable Development Impact Fees to be collected at the time of final/parcel map recordation:

(Preliminary estimate only! Final fees will be based on approved subdivision map & improvements plans and the fee schedule in effect at the time of recordation.)

(Fee Schedule Date:)

(Project type for fee rates:)


Existing uses may qualify for credits on Development Impact Fees.

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	
<input checked="" type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	
<input checked="" type="checkbox"/> Park Acquisition Fee	
<input type="checkbox"/> Northeast Acquisition Fee Total: Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	

Additional Development Impact Fees will be collected at the time of issuance of building permits.

City Reimbursement:

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



Jason Huckleberry



MEETING DATE 10/27/2010
SITE PLAN NO. 10-128
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
- | | | |
|--------------------------------------|---|-------------------------------------|
| <input type="checkbox"/> Planning | <input type="checkbox"/> Engineering | |
| <input type="checkbox"/> Solid Waste | <input type="checkbox"/> Parks and Recreation | <input type="checkbox"/> 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 8:30 a.m. and 4:30 p.m., Monday through Friday.

Your plans must be reviewed by:

- | | |
|--|--|
| <input type="checkbox"/> CITY COUNCIL | <input type="checkbox"/> REDEVELOPMENT |
| <input type="checkbox"/> PLANNING COMMISSION | <input type="checkbox"/> PARK/RECREATION |
| <input type="checkbox"/> HISTORIC PRESERVATION | <input type="checkbox"/> OTHER _____ |

ADDITIONAL COMMENTS _____

If you have any questions or comments, please call Dennis Lehman, Building Official, Site Plan Chair 713-4495.

Building Site Plan Review Comments

ITEM NO: 3

DATE: OCTOBER 27, 2010

SITE PLAN NO:

10-128

PROJECT:

MIXED USE BUILDINGS

APPLICANT TITLE:

MIXED USE BUILDINGS CONSISTING OF 19,500 SF RETAIL/OFFICE, 2,900 SF CONVENIENCE STORE, 44 SR UNITS, 82 SFR ON 19.3 ACRES (A ZONED)

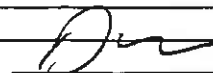
LOCATION TITLE:

COMPREHENSIVE PLANNING, RAVI HOMES (PROP. OWNER)

APN TITLE:

SEC DEMAREE & VISALIA PKWY
126-011-020

- Submit 4 sets of engineered plans and 2 sets of calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- Meet city and state requirements for the physically handicapped.
- Submit 3 sets of plans signed by an architect or engineer. Must comply with 2007 California Building Code Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- Maintain sound transmission control between units. *stc 51 or >*
- Maintain fire-resistive requirements at property lines.
- Obtain required permits for Air Pollution Board, Tulare County.
- Location of cashier must provide clear view of gas pump island
- Calculations of free-standing carport.
- Treatment connection charge to be assessed based on use.
- Must comply with state energy requirements.
- Plans must be approved by the Tulare County Health Department. *Food SERVICE?*
- Common area must comply with requirements for access by the handicapped.
- Project is located in flood zone _____. *Minimum finished floor elevation requires _____.
*Flood Zone determination and finished floor elevation are based on the official FEMA NAVD 88 elevation converted to the equivalent NGVD 29 elevation using FEMA's established conversion factor of 2.73. Effective June 16, 2009.
- All accessible units required to be adaptable for the physically handicapped.
- Acceptable as submitted Arrange for an on-site inspection.
- Hazardous materials report. A demolition permit is required.
- School Development fees. Commercial \$0.47 per square foot. Residential \$2.97 per square foot.
- Park Development fee \$ _____, per unit collected with building permits.
- Existing address must be changed to be consistent with city address policy.



Signature

Site Plan Review Comments For:


Visalia Fire Department
Charles Norman, Fire Marshal
707 W Acequia
Visalia, CA 93291
559-713-4486 *office*
559-713-4808 *fax*

ITEM NO:	3	DATE:	OCTOBER 27, 2010
SITE PLAN NO:	10-128		
PROJECT:	MIXED USE BUILDINGS		
APPLICANT TITLE:	MIXED USE BUILDINGS CONSISTING OF 19,500 SF RETAIL/OFFICE, 2,900 SF CONVENIENCE STORE, 44 SR UNITS, 82 SFR ON 19.3 ACRES (A ZONED)		
LOCATION TITLE:	COMPREHENSIVE PLANNING, RAVI HOMES (PROP. OWNER)		
APN TITLE:	SEC DEMAREE & VISALIA PKWY		
			126-011-020

The following comments are applicable when checked:

- No comments at this time for this project.
- Refer to previous comments dated .
- No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire protection requirements.
- Address numbers must be placed on the exterior of the building in such a position as to clearly and plainly visible from the street. Numbers will be at least six inches (6") high and shall be of a color to contrast with their background. If multiple addresses served by a common driveway, the range of numbers shall be posted at the roadway/driveway.
- No additional fire hydrants are required for this project; however, additional fire hydrants may be required for any future development.
- There is/are 9 fire hydrants required for this project.
- The turning radius for emergency fire apparatus is 20 feet inside diameter and 35 feet outside diameter. Ensure that the turns identified to you during site plan comply with the requirements. An option is a hammer-head constructed to City standards.
- An 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.
- A fire lane is required for this project. The location will be given to you during the site plan meeting.
- A Knox Box key lock system is required. Applications are available at the Building Department counter.
- The security gates, if to be locked, shall be locked with a typical chain and lock that can be cut with a common bolt cutter, or the developer may opt to provide a Knox Box key lock system. Applications are available at the Building Department counter.

- That portion of the building that is built upon a property line shall be constructed as to comply with Section 503.4 and Table 5-A of the California Building Code.
- 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.
- If you handle hazardous material in amounts that exceed the exempt amounts listed on Table 3-D of the California Building Code, you are required to submit an emergency response plan to the Tulare County Health Department. Prior to the building final inspection, we will want a copy of the plan and any Material Safety Data Sheets.
- An automatic fire sprinkler system will be required for this building. The FDC is required to be within 50 feet of the Cal Water fire hydrant. The fire hydrant, fire department connection and the PIV valve should be located together and minimum 25' from the building, if possible. The caps on the FDC shall be Knox locking caps.
- An automatic fire extinguishing system for protection of the kitchen grease hood and ducts is required.
- Fire Department Impact Fee - \$1433.90 per acre.
- Fire Department Permit Fee - complete application during Building Department permit process.
- Special comments: _____



Charles Norman, Fire Marshal

QUALITY ASSURANCE DIVISION
SITE PLAN REVIEW COMMENTS

ITEM NO: 3 DATE: OCTOBER 27, 2010
SITE PLAN NO: 10-128
PROJECT: MIXED USE BUILDINGS
APPLICANT TITLE: MIXED USE BUILDINGS CONSISTING
OF 19,500 SF RETAIL/OFFICE, 2,900 SF
CONVENIENCE STORE, 44 SR UNITS,
82 SFR ON 19.3 ACRES (A ZONED)
LOCATION TITLE: COMPREHENSIVE PLANNING, RAVI
HOMES (PROP. OWNER)
APN TITLE: SEC DEMAREE & VISALIA PKWY
126-011-020

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 *for site 2 (see WASH)*
- SAND AND GREASE INTERCEPTOR - 3 COMPARTMENT *for site 2 (see WASH)*
- GREASE INTERCEPTOR min. 1000 GAL
- GARBAGE GRINDER - $\frac{3}{4}$ 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

[Handwritten Signature]

AUTHORIZED SIGNATURE

10-26-10

DATE



**CITY OF VISALIA
NONSIGNIFICANT WASTEWATER
DISCHARGE PERMIT APPLICATION**

Agency Use:
Permit No: _____
Code No: _____
Data Entry By: _____

PLEASE PRINT OR TYPE

APPLICANT BUSINESS NAME: _____ PHONE: _____

BUSINESS ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

BUSINESS OWNER: _____ PHONE: _____

MAILING ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

CONTACT PERSON: _____ TITLE: _____

NATURE OF BUSINESS: (auto repair, car wash, machine shop, painting, battery dealer, etc.)

Does your facility have a grease, oil or grit trap installed before discharge to sewer?	YES	NO
Does your facility conduct automotive servicing operations that involve the exchange or replacement of fluids (e.g. oil, transmission or brake fluid, radiator coolant etc.)?	YES	NO
Does your facility have any floor drains?	YES	NO
Does your facility have a steam cleaner?	YES	NO
Does your facility wash vehicles on site?	YES	NO

If generated, how do you dispose of the following:

Grease, oil and sand interceptor contents _____

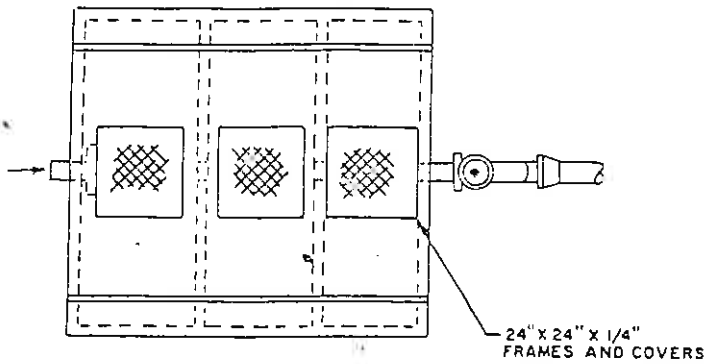
I hereby affirm that all information furnished is true and correct to the best of my knowledge.

Signature Date

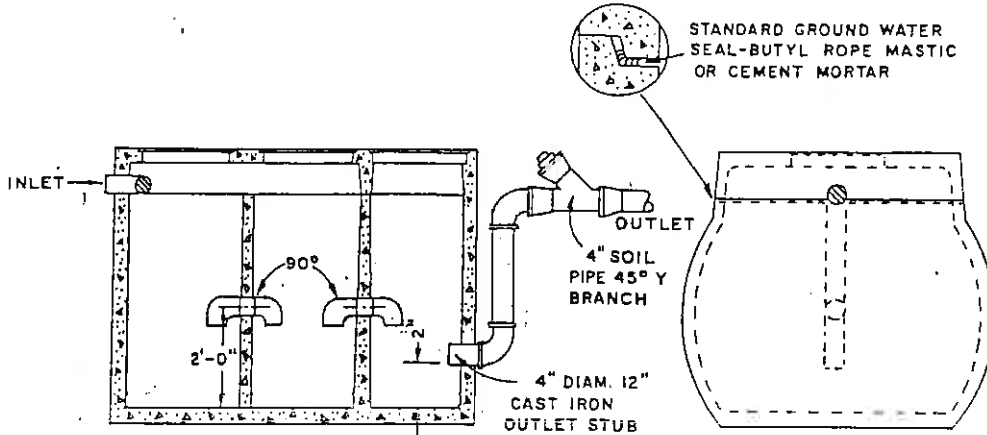
Public Works Department
Quality Assurance Division
7579 Ave. 288
Visalia CA 93277
(559) 713-4487

TYPICAL PRECAST 1000 GAL.
NO SCALE

(SEE DETAIL S-9A FOR NOTES)



PLAN VIEW

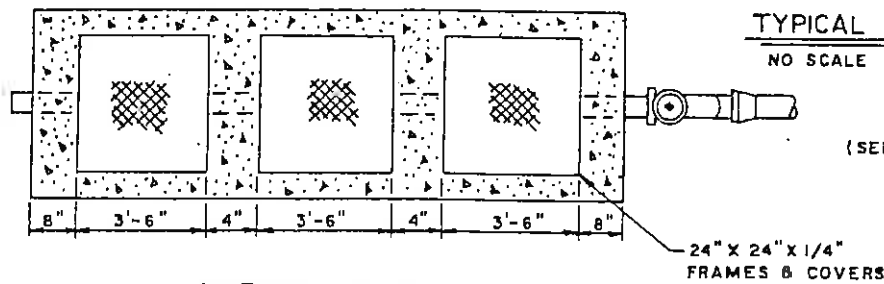


LONGITUDINAL SECTION

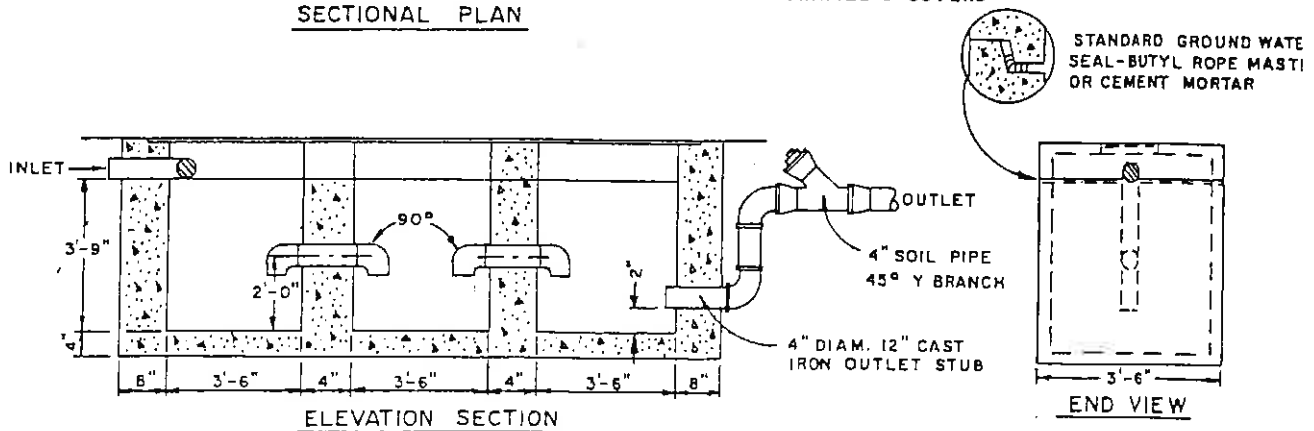
END VIEW

TYPICAL POUR-IN-PLACE
NO SCALE 1000 GAL.

(SEE DETAIL S-9A FOR NOTES)



SECTIONAL PLAN



ELEVATION SECTION

END VIEW

Approved by Visalia City Council on _____ DATE _____

**City of Visalia
Improvement Standards**

**Standard Outside Industrial Sand,
Grease & Oil Interceptor**

REVISIONS

S-9

CITY OF VISALIA
ORDINANCE 13.08

13.08.570 Traps required.

Grease, oil and sand traps shall be provided when, in the opinion of the City, they are necessary for the protection of the sewerage system from liquid wastes containing grease in excessive amounts, or any flammable wastes, sand and other harmful ingredients; except that such traps shall not be required for buildings used solely for residential purposes. Such traps shall be required for example, on discharges from all service stations, automotive repair garages, car washes, restaurants, eating establishments and food preparation establishments, and such other commercial or industrial establishments as the city may designate. (Prior code § 4254)

13.08.580 Construction of traps.

All traps shall be of a type and capacity approved by the city, and shall be so located as to be readily and easily accessible for cleaning and inspection. Restaurant traps shall be gas-tight, of a type approved for restaurant use by the division of building safety. Traps for all other facilities, including service stations and garages, shall be in accordance with the adopted plan of the city for such traps or shall be the approved equal thereof as determined by the director. (Prior code § 4255)

13.08.590 Maintenance of traps.

When installed, all grease, oil and sand traps shall be maintained by the owner, at owner's expense, in continuously efficient operation at all times. (Prior code § 4256)

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

Eric Bons 713-4350

ITEM NO: 003

DATE: OCTOBER 27, 2010

SITE PLAN NO.:

10-128

PROJECT:

MIXED USE BUILDINGS
MIXED USE BUILDINGS CONSISTING OF 19,500
SF RETAIL/OFFICE SPACE, 2,900 SF
CONVENIENCE STORE, 44 SENIOR UNITS AND
82 SINGLE FAMILY RESIDENCES
ON 19.3 ACRES (A ZONED)

APPLICANT:

COMPREHENSIVE PLANNING, RAVI HOMES
(PROP. OWNER)

LOCATION:

SEC DEMAREE & VISALIA PKWY

APN:

126-011-020

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

No Comments

See Previous Site Plan Comments

Install **per City standards** Street Light(s) on Marbelite Standards.

Install Street Name Blades at **all intersections** Locations.

Install Stop Signs at **all roadways/driveway intersecting Visalia Parkway and Demaree** Locations.

Construct parking per City Standards PK-1 through PK-4.

Construct drive approach per City Standards.

Traffic Impact Study required.

Additional Comments:

Modification of the traffic signal at Demaree and Visalia Pkwy required as part of this project.

Show all the median in Visalia Pkwy and Demaree with any proposed openings. All median openings are subject to the City of Visalia's approval.

Cross access agreements will be required between the residential and commercial portions.



Eric Bons

**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

<input type="checkbox"/>	Doug Damko	713-4268
<input type="checkbox"/>	Ken McSheehy	713-4447
<input type="checkbox"/>	Adrian Rubalcaba	713-4164
<input checked="" type="checkbox"/>	Jason Huckleberry	713-4259

ITEM NO: 3 DATE: OCTOBER 27, 2010

SITE PLAN NO.: 10-128
PROJECT: MIXED USE BLDGS CONSISTING OF 19,500 SF RETAIL/OFFICE SPACE, 2,900 SF CONVENIENCE STORE, 44 SENIOR UNITS AND 82 SINGLE FAMILY RESIDENCES ON 19.3 ACRES (A ZONED)
APPLICANT: COMPREHENSIVE PLANNING, RAVI HOMES (PROP OWNER)
LOCATION: SEC DEMAREE & VISALIA PKWY
APN: 126-011-020

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (Indicated by checked boxes)
- Submit improvements plans detailing all proposed work; Subdivision Agreement will detail fees & bonding requirements
 - Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map
 - The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.
 - A preconstruction conference is required prior to the start of any construction
 - Right-of-way dedication required. A title report is required for verification of ownership. by map by deed
 - City Encroachment Permit Required which shall include an approved traffic control plan
 - CalTrans Encroachment Permit Required. CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: Al Dias (planning) 488-7306
 - 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. Contact Doug Damko, 713-4268, 315 E. Azequia Ave.
 - Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
 - Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District.
 - Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.
 - Written comments required from ditch company. Contacts: James Silva 747-1177 for Modoc, Persiar, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River
 - Final Map & Improvements shall conform to the City's Waterways Policy. Access required on ditch bank, 12' minimum. Provide wide riparian dedication from top of bank.
 - Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.
 - Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is

required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: 3:1 maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.

- 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. The City will evaluate Oak trees with removal permit applications. Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. A pre-construction conference is required. Contact David Pendergraft, City Arborist, 713-4295
- Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- Relocate existing utility poles and/or facilities
- Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- Provide R value tests: each at
- Traffic indexes per city standards:
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications
- All lots shall have separate drive approaches constructed to City Standards.
- Install street striping as required by the City Engineer.
- Install sidewalk: ft. wide, with ft. wide parkway on
- Cluster mailbox supports required at 1 per 2 lots or use postal unit (contact the Postmaster at 732-8073)
- Subject to existing Reimbursement Agreement to reimburse prior developer:
- Abandon existing wells per City of Visalia Code. A building permit is required.
- Remove existing irrigation lines & dispose off-site. Remove existing leach fields and septic tanks.
- Dust control is required on site during construction and for all material excavated, graded, and/or transported
- Based on estimated land disturbance area, a State Storm Water General Permit is required.
- Comply with prior comments Resubmit with additional information Redesign required

Additional Comments:

- 1.) Drive approach to meet City Standard C-24 for location and spacing. The commercial approaches should be a minimum of 36' wide with a 35' radius return (C-20) and residential returns shall be a minimum of 35' wide with 20'radius (C-22).**
- 2.) Demaree and Visalia Parkway are both arterial streets with full medians. Plans need to show the medians along with any proposed median breaks for this project.**
- 3.) The intersection reconstruction is being done with the Demaree reconstruction project by the County of Tulare. Plans can be provided to the developer so that these plans incorporate the County project.**
- 4.) Plans need to show if residential street is public or private and meet all of the required City standards.**

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 10-128
Date: 10/27/10

Summary of applicable Development Impact Fees to be collected at the time of final/parcel map recordation:

(Preliminary estimate only! Final fees will be based on approved subdivision map & improvements plans and the fee schedule in effect at the time of recordation.)

(Fee Schedule Date:6/07/10)
(Project type for fee rates:Based on use of property.)

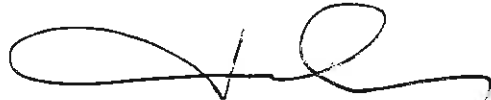
Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	
<input checked="" type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	
<input checked="" type="checkbox"/> Park Acquisition Fee	
<input type="checkbox"/> Northeast Acquisition Fee Total	
Storm Drainage	
Block Walls	
Parkway Landscaping	
Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	

Additional Development Impact Fees will be collected at the time of issuance of building permits.

City Reimbursement:

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



Jason Huckleberry

SITE PLAN REVIEW COMMENTS

Brandon Smith, Planning Division (559) 713-4636

Date: October 27, 2010

SITE PLAN NO: 10-128
PROJECT: MIXED USE BUILDINGS
MIXED USE BUILDINGS CONSISTING OF 19,500 SF RETAIL/OFFICE SPACE, 2,900 SF CONVENIENCE STORE, 44 SENIOR UNITS AND 82 SINGLE FAMILY RESIDENCES ON 19.3 ACRES (A ZONED)
APPLICANT TITLE: COMPREHENSIVE PLANNING, RAVI HOMES (PROP. OWNER)
LOCATION TITLE: SEC DEMAREE & VISALIA PKWY
APN TITLE: 126-011-020

General Plan: UR – Urban Reserve
Existing Zoning: A – Agriculture

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements:

- General Plan Amendment – To establish General Plan land use designations; to amend the 129,000 UDB to include the project site
- Change of Zone – To change the zoning based on the proposed project
- Tentative Subdivision Map
- Conditional Use Permit – For a Planned Unit Development and any conditional uses
- Mitigated Negative Declaration (subject to change based on final CEQA initial study)

PROJECT SPECIFIC INFORMATION: 10/27/2010

1. These comments are only for the land use concept plan and do not focus on the specific land uses. Separate site plan reviews shall be submitted for the tentative subdivision map, senior housing, and commercial components, at which staff will provide more detailed comments on these items.
2. The current zoning (Agriculture) and the site location outside of the City's Urban Development Boundary preclude the project from developing at this location. A General Plan Amendment and Change of Zone are necessary in order for the project to develop. These would need to be approved prior to securing a Tentative Subdivision Map and Conditional Use Permit.
3. A Conditional Zoning Agreement in association with a golf driving range proposal was previously recorded on this site and continues to run with the land. It will need to be amended or rescinded to conform to the new proposal.
4. Staff's initial finding is that the proposed project may be premature being that it is outside the Urban Development Boundary, and being that a comprehensive effort for assigning land uses to the Urban Reserve area has not yet been undertaken. While the applicant is free to proceed with filing a GPA and COZ, staff highly recommends that the applicant pursue making a formal request to the General Plan Update Review Committee regarding the proposed land use concept and participate in the General Plan Update effort.
5. Indicate the proposed zoning designations on the plan. The R-M-2 zone would be the appropriate designation for the single-family residential component based on the lot sizes and estimated net density.
6. Indicate any proposed phasing on the site plan or in a detailed operational statement.
7. Indicate the gross and net densities for the single-family housing component.
8. A noise study will be required to assess noise levels incurred by the proposed car wash and to assess Noise Ordinance compliance with the adjacent senior housing.

9. The access to the subdivision located off of Demaree cannot have shared utilization as an access for parking and trash bins. The street will need to meet the City's improvement standards for a local street.
10. A Design District or other setback standards will need to be established for the site, as no standards currently exist for the site.

CITY GENERAL PLAN CONSISTENCY

Staff's initial finding is that the proposed site plan IS NOT 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.

Parking:

1. Provide spaces based on the specific type of land use. The Zoning Ordinance (Section 17.34.020) requires the following amounts of parking based on land uses:
 - One space per 300 square feet of retail;
 - One space per 225 square feet of shopping center (when specific commercial use is unknown);
 - One space per dwelling unit for senior citizen housing developments;
 - Two spaces per single-family (detached) dwelling.
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) in accordance with Building Code [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. No repair work or vehicle servicing is allowed in a required parking area (Zoning Ordinance Section 17.34.030.L).
6. It is highly recommended that bicycle rack(s) be provided on site plan.
7. No parking is allowed in a required front or street side yard setback (Zoning Ordinance Section 17.34.030.F).
8. Design/locate parking lot lighting to deflect any glare away from abutting residential areas. Supporting calculations shall be shown on construction documents (Zoning Ordinance Section 17.34.030.J).
9. The parking lot shall be screened from view by a mound or shrubs not to exceed four feet in height when located adjacent to street frontage (Zoning Ordinance Section 17.30.130.C4a).

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide second-story screening for all windows that may intrude into adjacent residential properties. Details and cross-sections must be reviewed and approved prior to issuance of building permits (Zoning Ordinance Section 17.30.130.F).
3. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).
4. Provide solid screening of all outdoor storage areas. Outdoor storage shall be screened from public view with solid material (Zoning Ordinance Section 17.30.130.F).
5. Outdoor retail sales is prohibited.
6. Cross sections need to be provided for Site Plan Review if there is greater than an 18-inch difference between the elevation of the subject site and the adjacent properties. Such sections would also be required for the public hearing process.

7. All outdoor storage areas are to be identified on the site plan and are to be shown with screening (fencing). No materials may be stored above the storage area fence heights (Zoning Ordinance Section 17.30.130.F).
8. If there is an anticipated grade difference of more than 12 inches between this site and the adjacent sites, a cross section of the difference and the walls must be provided as a part of the Subdivision and/or CUP application package.
9. 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. Provide street trees at an average of 20 feet on center along street frontages. All trees shall be 15-gallon minimum size (Zoning Ordinance Section 17.30.130.C).
2. All landscape areas shall be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
3. All parking lots shall be designed to provide a tree canopy that provides shade in the hot seasons and sunlight in the winter months.
4. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).
5. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter (see Oak Tree Preservation Ordinance).

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. The light poles may be a maximum of 15 feet high with the light element to be completely recessed into the can.
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 .5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, .5 lumens may not be acceptable.

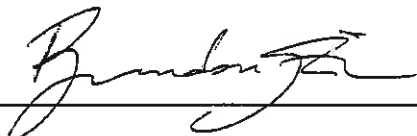
Noise: Must meet City noise standards as prescribed by the Noise Element.

Signage: All signs require a separate building permit. Signs shall conform to the Caldwell 51 Specific Plan and Design District A where appropriate.

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.

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.

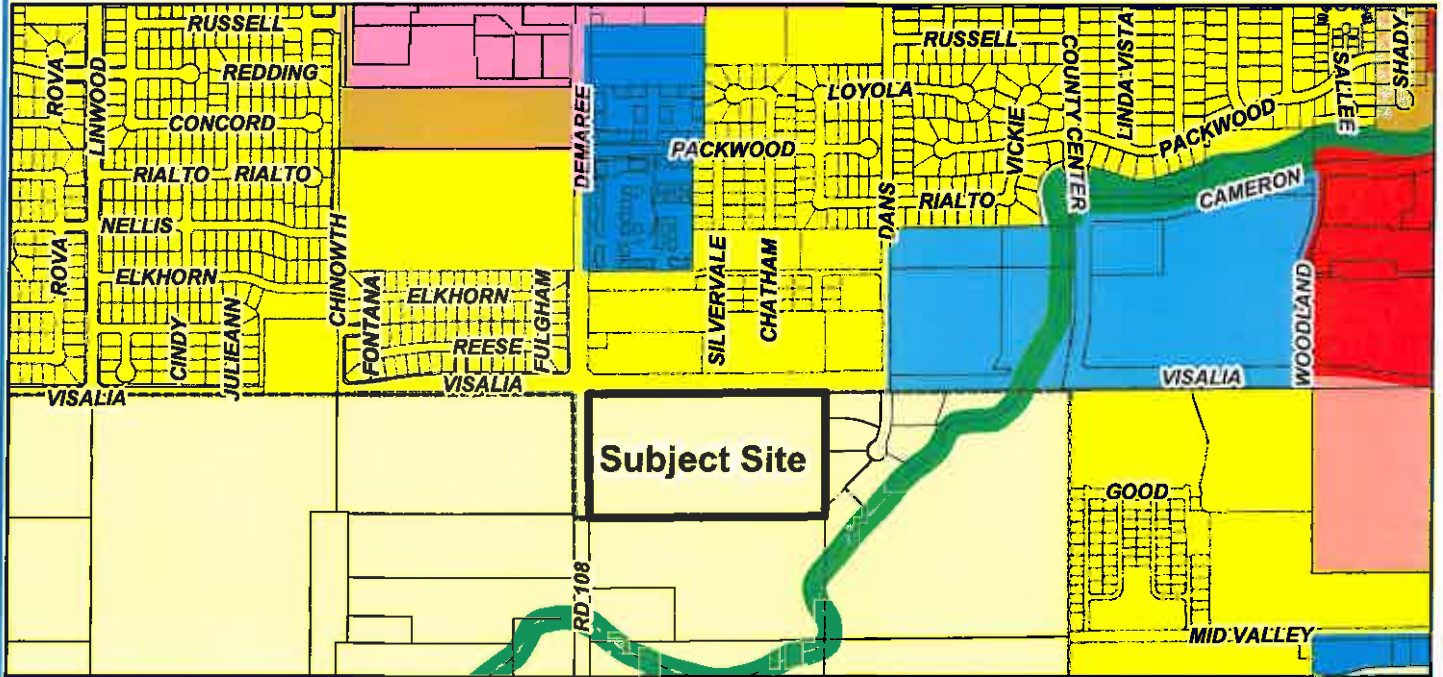
Signature _____



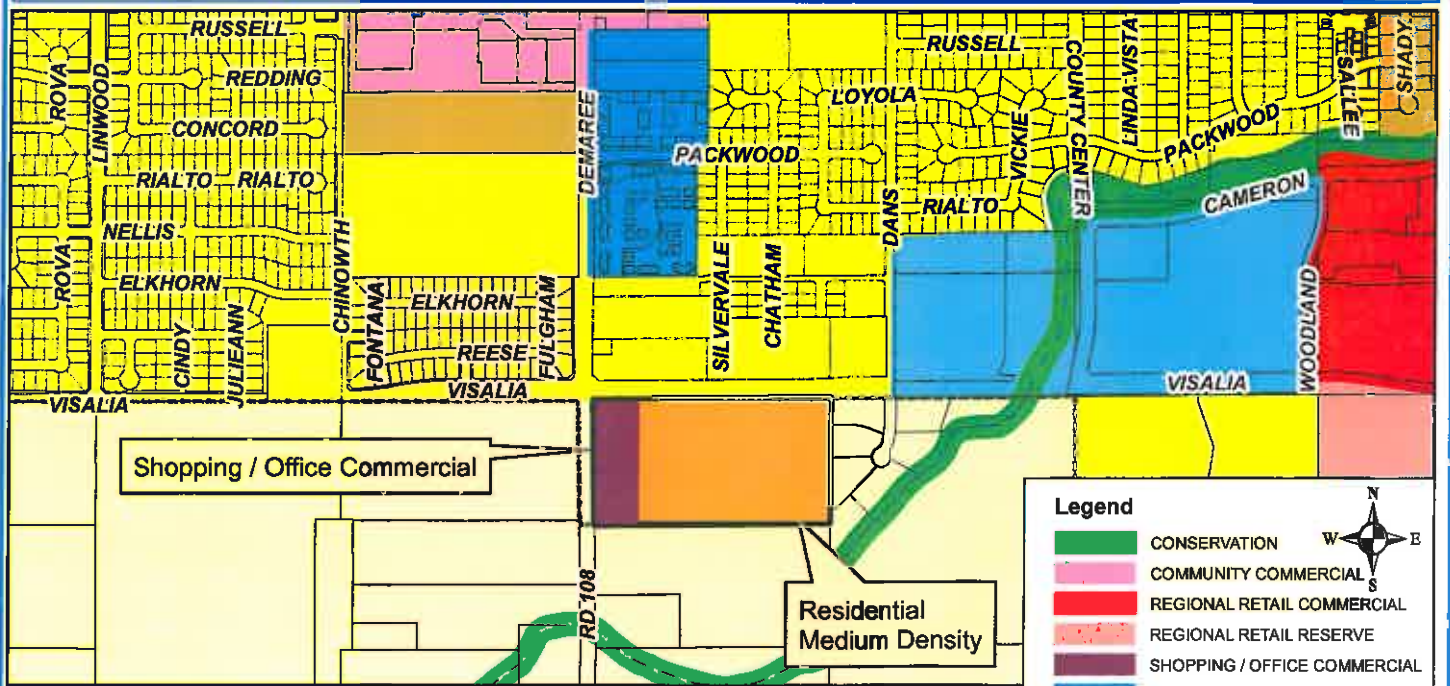
General Plan Amendment No. 2011-03, Change of Zone No. 2011-04

This site is located at the southeast corner of Demaree Street and Visalia Parkway, in the City of Visalia situated in Tulare County, California. APN 126-011-020

EXISTING GENERAL PLAN



PROPOSED GENERAL PLAN



Legend

	CONSERVATION
	COMMUNITY COMMERCIAL
	REGIONAL RETAIL COMMERCIAL
	REGIONAL RETAIL RESERVE
	SHOPPING / OFFICE COMMERCIAL
	PROFESSIONAL / ADMIN OFFICE
	PUBLIC INSTITUTIONAL
	RURAL RESIDENTIAL
	RESIDENTIAL HIGH DENSITY
	RESIDENTIAL LOW DENSITY
	RESIDENTIAL MEDIUM DENSITY
	URBAN RESERVE

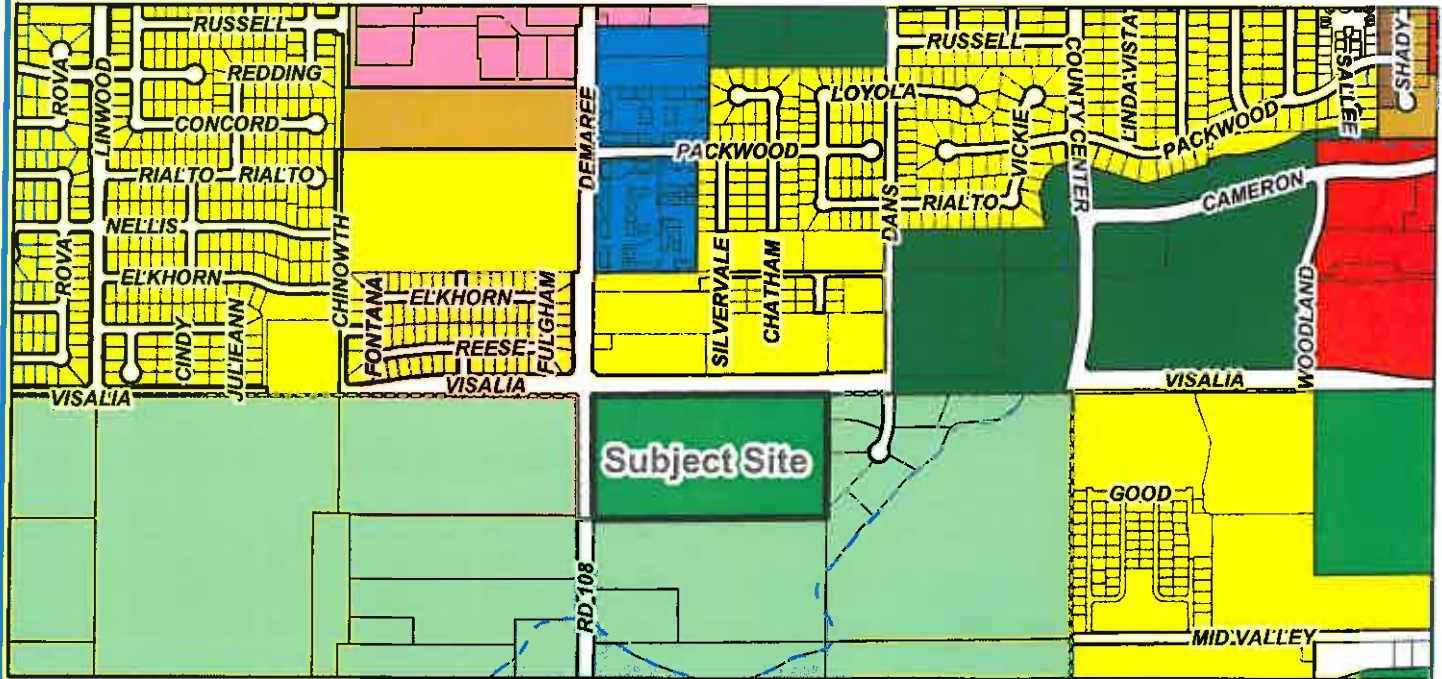


General Plan Land Use Map

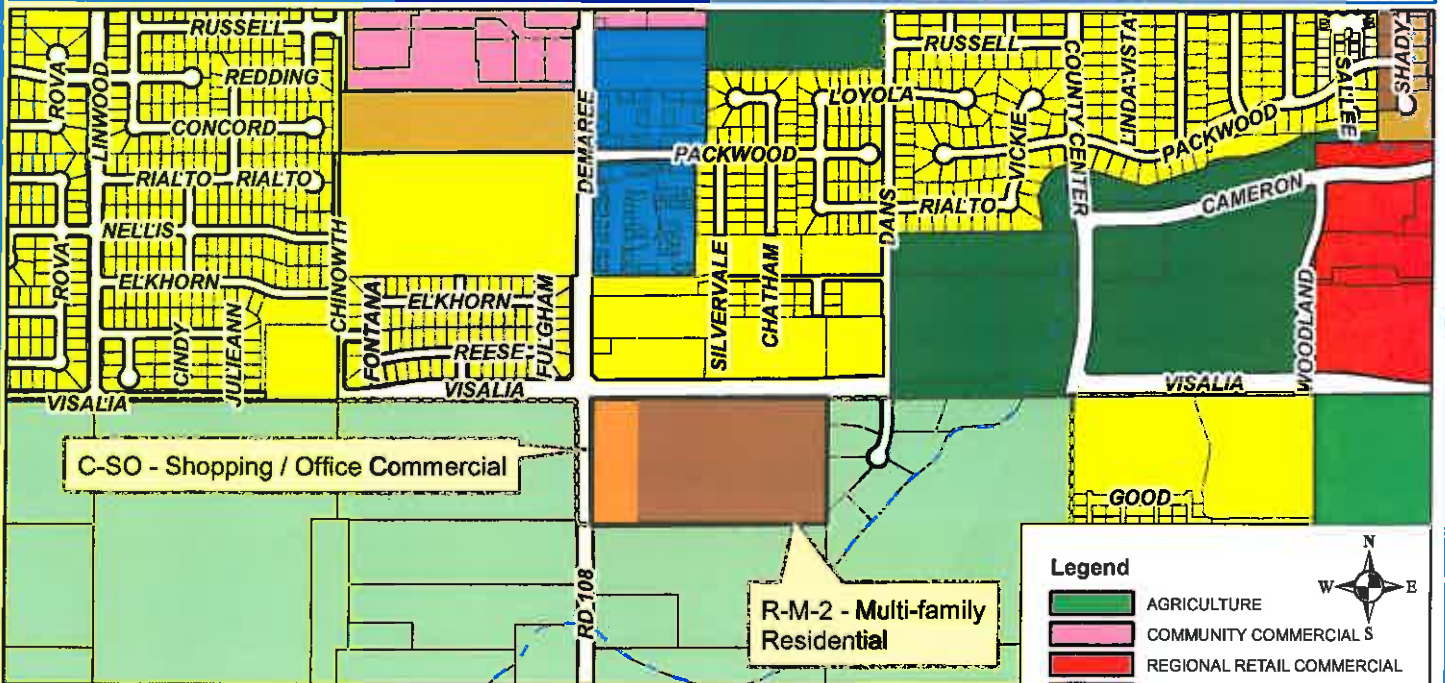
General Plan Amendment No. 2011-03, Change of Zone No. 2011-04

This site is located at the southeast corner of Demaree Street and Visalia Parkway, in the City of Visalia situated in Tulare County, California. APN 126-011-020

EXISTING ZONING DESIGNATION



PROPOSED ZONING DESIGNATION



Legend

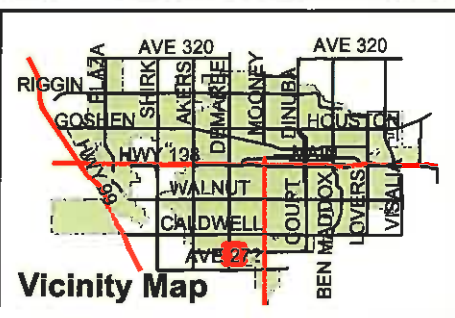
- AGRICULTURE
- COMMUNITY COMMERCIAL S
- REGIONAL RETAIL COMMERCIAL
- SHOPPING / OFFICE COMMERCIAL
- OFFICE GARDEN
- QUASI-PUBLIC
- R-1-6 (SINGLE-FAMILY RESIDENTIAL)
- R-M-2 (MULTI-FAMILY RESIDENTIAL)
- R-M-3 (MULTI-FAMILY RESIDENTIAL)
- COUNTY



Zoning Map

General Plan Amendment No. 2011-03 & Change of Zone No. 2011-04

This site is located at the southeast corner of Demaree Street and Visalia Parkway, in the City of Visalia situated in Tulare County, California. APN 126-011-020



Aerial Photo

Photo Taken March 2012



Legend for the aerial photo:

- RAILROADS (indicated by a line with cross-ticks)
- CITY LIMITS (indicated by a dashed line)
- WATERWAYS (indicated by a blue dashed line)
- PARCELS (indicated by a solid black outline)

A north arrow is also present, pointing North (N), South (S), East (E), and West (W).

General Plan Amendment No. 2011-03 & Change of Zone No. 2011-04

This site is located at the southeast corner of Demaree Street and Visalia Parkway, in the City of Visalia situated in Tulare County, California. APN 126-011-020

