



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: November 10, 2014

PROJECT PLANNER: Paul Bernal, Principal Planner
Phone No.: (559) 713-4025

SUBJECT: Conditional Use Permit No. 2014-19: A request by 4Creeks, to establish a 25-acre master-planned multi-use business park development in the BRP (Business Research Park) zone. The site is located on the southwest corner of North Plaza Drive and West Crowley Avenue (APNs: 081-170-001, 081-170-002, 081-170-003, 081-170-009, 081-170-010, and 081-170-014).

Tentative Parcel Map No. 2014-04: A request by the 4Creeks to subdivide 25-acres of BRP (Business Research Park) zoned property into 11 parcels for a multi-use business park development. The site is located on the southwest corner of North Plaza Drive and West Crowley Avenue (APNs: 081-170-001, 081-170-002, 081-170-003, 081-170-009, 081-170-010, and 081-170-014).

STAFF RECOMMENDATION

Conditional Use Permit No. 2014-19

Staff recommends approval of Conditional Use Permit No. 2014-19, as conditioned, based upon the findings and conditions in Resolution No. 2014-29. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Noise Ordinances.

Tentative Parcel Map No. 2014-04

Staff recommends approval of Tentative Parcel Map No. 2014-04, as conditioned, based on the findings and conditions in Resolution No. 2014-30. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2014-19, based on the findings and conditions in Resolution No. 2014-19.

I move to approved Tentative Parcel Map No. 2012-02, based on the findings and conditions in Resolution No. 2012-57.

PROJECT DESCRIPTION

The Square at Plaza Drive project is a request by 4Creeks Inc., to allow construction of a phased master-planned development (see Exhibit "A") in the BRP (Business Research Park) zone. The master plan development document (Exhibit "B" The Square at Plaza Drive Master Plan) provides the layout and development conditions for the project; individual projects requiring supplemental reviews (such as a Conditional Use Permit) would be required to secure such permits in the future. In addition, Tentative Parcel Map No. 2014-03, has also been filed requesting to subdivide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements (see Exhibit "C").

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units. The development is generally comprised of 97,200 square feet of office space, 38,200 square feet of retail, gas station/convenience store, a three-story 65-room hotel with 4,575 square feet of associated conference room space, 11,250 square foot restaurant space, 23 townhome residential units, 28 executive lofts, 808 parking stalls, and a pedestrian trail along the periphery of the site. The project also includes off-site street and infrastructure improvements on Crowley Avenue and Neeley Street inside the City limits. Although the Master Site Plan identifies the location of all future structures, parking stalls, landscaping, etc., it is anticipated that some changes will occur as each planned structure undergoes construction-level design.

The project will incorporate sites for larger scale office uses, highway commercial uses, business service, employee service uses, and residential units in an integrated high-amenity campus environment. The word "campus" is intended to imply a highly landscaped area, with buildings defining open spaces and common activity areas, and with parking relegated to interior or back areas so that the primary streetscape (whether along Plaza Drive, Crowley Avenue, Neeley Street,) is oriented to building activities and forms. These open spaces are to accommodate multiple uses for active and passive open space, storm water retention and ground water recharge, ornamental landscaping, and to visually separate parking areas. Overall, the Square at Plaza Drive contains approximately 35 percent open space and landscaping.

Architecture has been developed to provide thematic consistency throughout, with detailed, high quality contemporary and modern "English" style architecture, with such details carried through to site planning accents and street furniture such as signage, pergolas, benches, bus shelters, and others. The intent is to provide the region with larger scale office, highway commercial and residential structures.

This project will also incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system.

The project will be implemented in phases in four phases (see Exhibit "D") which illustrates the general phasing of the project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Business Research Park								
Zoning:	BRP (Business Research Park)								
Surrounding Land Use and Zoning:	<table border="0" style="margin-left: 20px;"> <tr> <td style="vertical-align: top;">North:</td> <td>BRP (Business Research Park) / Plaza Business Park Development, Fresno Pacific University</td> </tr> <tr> <td style="vertical-align: top;">South:</td> <td>State Route 198</td> </tr> <tr> <td style="vertical-align: top;">East:</td> <td>North Plaza Drive & State Route 198 Interchange</td> </tr> <tr> <td style="vertical-align: top;">West:</td> <td>C-S (Service Commercial) / Plaza Auto Mall Development / Vacant Parcels</td> </tr> </table>	North:	BRP (Business Research Park) / Plaza Business Park Development, Fresno Pacific University	South:	State Route 198	East:	North Plaza Drive & State Route 198 Interchange	West:	C-S (Service Commercial) / Plaza Auto Mall Development / Vacant Parcels
North:	BRP (Business Research Park) / Plaza Business Park Development, Fresno Pacific University								
South:	State Route 198								
East:	North Plaza Drive & State Route 198 Interchange								
West:	C-S (Service Commercial) / Plaza Auto Mall Development / Vacant Parcels								

Environmental Review: Mitigated Negative Declaration No. 2014-53
Special Districts: N/A
Site Plan Review No: 2013-198 & 2014-039

RELATED PLANS & POLICIES

Conditional Use Permit No. 2007-39, The Plaza Business Park, was a request by Mangano Company, Inc., for a master-planned development of a mix of office, educational, and highway service businesses totaling 327,828 sq. ft. of floor area on 29.4 acres in the BRP (Business Research Park) zone. The Planning Commission approved the project April 14, 2008.

Conditional Use Permit No. 2011-26, The Gateway Business Park, was a request by Old Town Condominiums to establish a Master Planned Development for a multi-use business park in the BRP (Business Research Park) zone. The Planning Commission approved the project October 24, 2011.

PROJECT EVALUATION

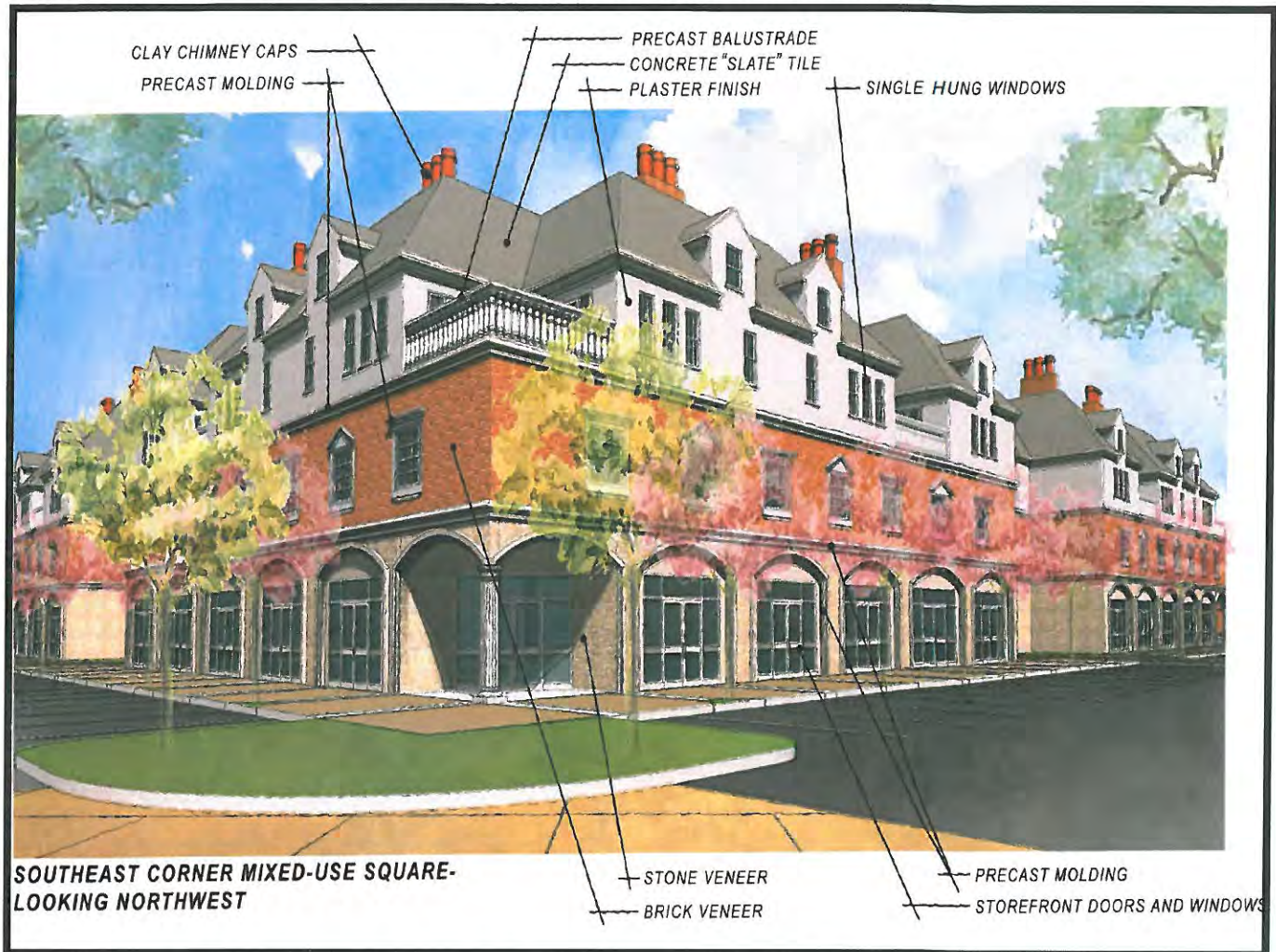
Staff recommends approval of the conditional use permit, as conditioned, based on the project's consistency with the Business Research Park Land Use Element Policies of the General Plan and Zoning Ordinance. Staff also recommends approval of the tentative parcel map, as conditioned, based on the parcel map's consistency with the Subdivision Ordinance policies tentative parcel maps.

Conditional Use Permit No. 2014-19 – The Square at Plaza Master Plan

Section 17.242.030 of the Zoning Ordinance requires that projects in the BRP zone be developed through the conditional use permit process and that these developments provide a higher degree of design requirements, including a common architectural theme, that is carried throughout the entire development, and developments that have a campus style setting that provide interconnected spaces with pedestrian amenities. The proposed use permit (see Exhibit "A") and the Square at Plaza Drive Master Plan (Exhibit "B") act as the Master CUP for the project, providing all of the standards and guidelines for the uniform development of the entire project. Staff concludes that the proposed Design Guidelines contained in the Square at Plaza Drive Master Plan document, and as discussed below, meet the codified requirements and policies for development in the Business Research Park (BRP) zone. Planning Commission review for subsequent project development will be required for changes, which result in an increased intensity of ten percent or greater than provided in Exhibit "A" and "B", and for any uses which are subject to the conditional use permit process.

Architectural Theme

The project is proposing a common architectural theme to reflect both traditional and contemporary English style architecture, which is illustrated in Section 4.2 of the Square at Plaza Drive Master Plan document (see Exhibit "B"). The exteriors will consist of stone veneer, brick and plaster finishes. Roofs will with be pitched gable and hipped roof designs and will include tile and colors to match the architectural style of each building.



Campus Style Setting with Pedestrian Access and Common Open Space/Amenities

The proposed plan provides pedestrian connectivity along the street frontage and within the site as illustrated in Exhibit "A". This will be enhanced by common street-furniture along the internal walkways which is detailed in the Square at Plaza Drive Master Plan (Exhibit "B"), and a uniform landscaping plan. There are two primary pedestrian paths for this development. An eight-foot wide exterior path traverses the exterior perimeter of the site, while a six-foot interior path provides connectivity to all future building pads. These details combine to create the intended visual campus style setting for BRP developments. Staff has conditioned the project to meet the standards provided in the Square at Plaza Drive Master Plan contained in Exhibit "B".

Comprehensive Sign Program

The project is proposing a comprehensive sign program that all buildings/uses would be required to adhere to. The sign program is included in the Square at Plaza Drive Master Plan document (see Exhibit "B"). The project will have monument signage which will identify the Square at Plaza Drive project (see Section 4.4 Sign Program of the Master Plan) which is similar to the signs used to identify the Plaza Business Park and the Gateway Business Park. The site identification signage would be in individual metal letters mounted on the wall and may be externally or internally illuminated. This would be consistent with other office and retail centers within the City of Visalia.

Additional monument and wall signage is provided for the one and two story office developments. The Master Plan also contains sign requirements for wayfinding and directional signage within the development. The proposed signage standards meet the intent of providing uniform signage in BRP zone developments.

Transportation Improvements along Plaza Drive and State Route 198

The City and Caltrans recently completed the Plaza Drive widening and interchange project. The City's portion of the project included the widening of Plaza Drive from Airport Drive to the south and extended north to Goshen Avenue. Caltrans completed the Plaza Drive and State Route 198 interchange improvements while the County is continuing to work on widening and improving Plaza Drive (Road 80 in the County) from Riggan Avenue north to the City of Dinuba.

4Creeks prepared a Traffic Study dated May 14, 2014, which identified that the improvements completed by the City of Visalia and Caltrans, and the Plaza Drive improvements currently being constructed by the County of Tulare; increase the overall levels of service on each road segment and at each intersection throughout the industrial park and along Plaza Drive. The Mitigated Negative Declaration No. 2014-53 which was prepared for this project, did not identify any required mitigation measures for this project related to the Plaza Drive widening or ramp expansion project.

Landscaping

The project will have a common landscape theme, including a proposed bio-swale around the perimeter as shown in the site plan and landscape plans (see Exhibits "A" & "E"). The project guidelines indicate that the uniform landscaping will promote an English Garden theme concept with the use of consistent tree and shrub species along the street frontages and within the overall development. The plant list for the project will be established by the first developed parcel and applied in a consistent fashion. A condition for CC&R's in the use permit and parcel map requires that a common landscaping maintenance agreement be established for all parcels to assure that uniform landscape maintenance occur within the project.

As shown in Exhibit "E", a bio-swale is proposed around the south, east and west sides of the project. This area would be landscaped and provide for the detention of some of the on-site storm water. These areas are not intended to be basins for long term retention. The bio-swale would also contribute to the uniform appearance and campus style setting with a long contiguous landscaped open space. These areas would be developed as the parcels develop. Staff concludes that the proposed landscaping provides a uniform visual character for the site further enhancing the campus style setting requirement for BRP developments.

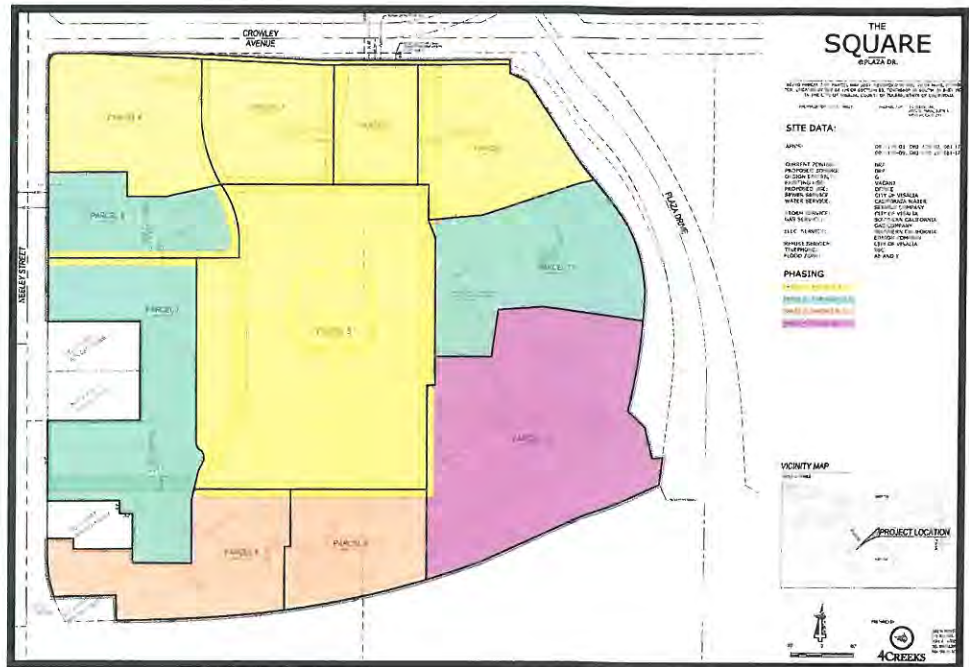
On-Site Shared Parking

The key goal of shared parking is to find the balance between providing adequate parking to support a development while minimizing the negative aspects of excessive land area or resources devoted to parking. Mixed-use developments that share parking result in greater density, better pedestrian connections, and, in turn, reduce reliance on private vehicles because

multiple destinations can be accessed by walking. A condition for CC&R's in the use permit and parcel map requires that shared parking agreements be established for all parcels to assure that parking is provided for each development within the project.

Phasing

This project will be developed over several phases. The attached phasing plan (see Exhibit "D") notes that Phase 1 would develop along the Crowley Avenue street frontage. The first action will be the recordation of the tentative parcel map, which will result in the establishment of several parcels. Staff has included a condition requiring that all offsite improvements (i.e., sidewalk, park strip, bus stop, major vehicular access drive along Crowley Ave., dedication, bio-swale, etc.) along Crowley Avenue be constructed and installed with the first phase of development. This condition is included as Condition No. 6 of the conditions of project approval for the CUP, and is listed as a condition per Engineering Division's Site Plan Review comments. Any subsequent changes to the phasing plan will require site plan review to determine consistency with the Master Plan.



This condition is included as Condition No. 6 of the conditions of project approval for the CUP, and is listed as a condition per Engineering Division's Site Plan Review comments. Any subsequent changes to the phasing plan will require site plan review to determine consistency with the Master Plan.

Site Plan Review

Proposed development on any of the individual parcels is required to go through the Site Plan Review process for determination of conformance with the adopted requirements for this master plan and applicable City standards. This will include the internal cross access and pedestrian paths and related design requirements of the Square at Plaza Drive Master Plan document in Exhibit "B".

Tentative Parcel Map No. 2014-04

The tentative parcel map shown in Exhibit "C" depicts 11 proposed parcels ranging in size from 0.95 to 6.10 acres. The minimum parcel size in Design District "G" is five acres, unless approved as a part of a Master Plan. The proposed use permit and parcel map constitute a master plan which allows the proposed parcel sizes.

Although several of the parcels have frontage to either Crowley Avenue or Neely Street, the overall development plan identifies that the proposed parcelization will rely on shared vehicular access drives and interconnected pedestrian walkways. Staff has included a condition requiring a Common Area Maintenance agreement. This is to assure uniform maintenance throughout the project rather than relying upon an individual property owner who may choose to defer needed maintenance. The Common Area Maintenance agreement shall specify the common areas such as the public street parkways and perimeter landscaping (bio-swale), project identification signage and walls, and all similar infrastructure. The agreement shall specify how the areas will be maintained, and the property owner responsibilities.

Shared Access, Cross Access and Maintenance Agreement

The map shows the underlying development pattern from the proposed use permit which includes shared access points and internal cross-access between some parcels. The shared access points and internal cross access points will require a shared access and maintenance agreement to be established as a part of the map. This has been included as a condition for CC&R's for these areas to be recorded prior to or with the parcel map.

Compatibility with Airport Land Use Plans

The project was presented to the Tulare County Airport Land Use Commission for consistency with the Tulare County Comprehensive Airport Land Use Plan (CALUP). The correspondence received from the Resource Management Agency (see Exhibit "F") indicates that the site is within Safety Zone 6, and as proposed meets the CALUP requirements. The project area is located approximately half a mile northeast of the Visalia Municipal Airport and, while the project site will be subject to the occasional overflight by aircraft, it does not lie within the Approach Zone and will not be subject to significant development restrictions. The County Comprehensive Airport Land Use Plan does specify particular restrictions related to the proposed project.

Gas Station Development

The master site plan depicts development of a conceptual gas station/convenience store along the northwest corner of the site (i.e., Parcel 1 of Tentative Parcel Map No. 2014-04). Staff notes that the applicant recently filed Site Plan Review No. 2014-144, depicting the development of this gas station site with an ARCO AM/PM gas station and convenience store with a drive-thru.

Through the Site Plan Review process, staff noted the gas station's consistency with the Square at Plaza Drive Master Plan development document. However, staff informed the applicant that this project could not be approved until the overall CUP entitlement is approved by the Planning Commission.

Site Plan Review No. 2014-144 was issued a "Resubmit" back to the site plan review committee requiring that this development reflect design requirements of the master plan, and given that the overall Master CUP entitlement is pending consideration by the Planning Commission. In the event that the master CUP is approved by the Planning Commission, the gas station/convenience store is required to comply with the overall Master Plan. The review and approval process would be done at the staff level through the Site Plan Review process and would not require an amendment to the CUP. However, if significant changes are contemplated by the applicant for this gas station/convenience store development, staff will require that an amendment to the CUP be filed for the Planning Commission's review.

Environmental Review

An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA). The Initial Study disclosed that a significant, adverse environmental impact related to greenhouse gases may occur from the incremental and cumulative increase from the project operations. The Mitigation Monitoring Program includes two measures as mitigation for the greenhouse gas impact. Other measures intended to reduce emissions are either already incorporated into the project or are required as state and local regulations, such as the compliance with the City's water efficient landscape standards.

The mitigations contained in the Mitigation Monitoring Program will effectively reduce the environmental impact of greenhouse gases to a level that is less than significant. Therefore, staff recommends that Mitigated Negative Declaration No. 2014-53 and the Mitigation Monitoring Program contained within be adopted for this project.

RECOMMENDED FINDINGS

Conditional Use Permit No. 2014-19

1. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed conditional use permit is compatible with adjacent land uses.
3. That the proposed location is in close proximity to public transit facilities which will link the site to the citywide and regional public transportation facilities.
4. That the proposed Project is consistent with the Visalia General Plan, and in particular, satisfactorily meets the intent of Policy 3.6.3 of the Land Use Element of the General Plan.
5. That the project as presented in the Design Guidelines for the Square at Plaza Drive Master Plan document (Exhibit "B") and conditioned herein meets the intent of the codified requirements and policies for development in the Business Research Park zone.
6. That the proposed location of the Conditional Use Permit and the conditions under which it would be built or maintained will not be detrimental to the public health, safety, or welfare nor materially injurious to properties or improvements in the vicinity.
7. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined not significant with mitigation incorporated into the project, and that Mitigated Negative Declaration No. 2014-53, incorporating the Mitigation Measures, is hereby adopted.

Tentative Parcel Map No. 2014-04

1. That the proposed tentative parcel map is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance.
2. That the proposed parcel sizes of less than 5 acres are consistent with the BRP zoning and Design District "G" standards since they are part of a master planned development
3. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
4. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined not significant with mitigation incorporated into the project, and that Mitigated Negative Declaration No. 2014-53, incorporating the Mitigation Measures, is hereby adopted.

RECOMMENDED CONDITIONS OF APPROVAL

Conditional Use Permit No. 2014-19

1. That the project be developed in substantial compliance with the site plan in Exhibit "A" and the Square at Plaza Drive Master Plan document in Exhibit "B", unless otherwise specified in this use permit. Planning Commission review for subsequent project development will be required for changes, which result in an increased intensity of 10% or greater than provided in Exhibits "A" and "B", and for any uses which are subject to the conditional use permit process.
2. That the Conditional Use Permit shall be developed consistent with the comments and conditions of Site Plan Review Nos. 2013-198 and 2014-039, incorporated herein by reference.

3. That a shared parking and maintenance agreement pursuant to Section 17.34.050 of the Zoning Ordinance shall be recorded against the property prior to the issuance of a building permit or recorded with the final parcel map. The shared parking agreement between the principal parties and the city shall be entered into which restrict the shared parking area to a parking use only. The shared parking agreement shall also address property owners' responsibility for repair and maintenance of the shared parking stalls.
4. That CC&R's including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping (bio-swale), project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation. The CC&R's shall be recorded prior to the issuance of any building permits on the master planned site.
5. That development proposals for all parcels shall go through the Site Plan Review process, and shall conform to the adopted requirements for this conditional use permit.
6. That all offsite improvements including right-of-way dedication along Crowley Avenue shall be installed with the first phase of any development proposed within the Square at Plaza Drive project.
7. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2014-53 are hereby incorporated as conditions of Conditional Use Permit No. 2014-19.
8. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. Landscape and irrigation plans shall comply with the State Model Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
9. That all of the conditions and responsibilities of Conditional Use Permit No. 2014-19 shall run with the land, and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.
10. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2014-19, prior to the issuance of any building permit for this project.
11. That all other federal and state laws and city codes and ordinances be complied with.

Tentative Parcel Map No. 2014-04

1. That the tentative parcel map be prepared in substantial compliance with Exhibit "C".
2. That the Tentative Parcel Map shall be developed consistent with the comments and conditions of Site Plan Review Nos. 2013-198 and 2014-039, incorporated herein by reference.

3. That Conditional Use Permit No. 2014-19 shall be approved, and that requirements of the use permit which relate to this map shall be fulfilled. That Tentative Parcel Map No. 2014-04 shall be null and void unless Conditional Use Permit No. 2014-19 is approved.
4. That a shared parking and maintenance agreement pursuant to Section 17.34.050 of the Zoning Ordinance shall be recorded against the property prior to the issuance of a building permit or recorded with the final parcel map. The shared parking agreement between the principal parties and the city shall be entered into which restrict the shared parking area to a parking use only. The shared parking agreement shall also address property owners' responsibility for repair and maintenance of the shared parking stalls.
5. That CC&R's including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping (bio-swale), project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation. The CC&R's shall be recorded prior to the issuance of any building permits on the master planned site.
6. That all other federal and state laws and city codes and ordinances be complied with.
7. 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 Tentative Parcel Map No. 2014-04, prior to the issuance of any building permits for this project.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.28.080, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 425 East 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.

Attachments:

- Related Plans & Policies
- Resolution No. 2014-29 (Conditional Use Permit No. 2014-19)
- Resolution No. 2014-30 (Tentative Parcel Map No. 2014-04)
- Exhibit "A" – Site Plan
- Exhibit "B" – The Square at Plaza Drive Master Plan Document
- Exhibit "C" – Tentative Parcel Map No. 2014-04
- Exhibit "D" – Phasing Plan
- Exhibit "E" – Landscape Plan
- Exhibit "F" – Tulare County Resource Management Agency letter dated April 10, 2014
- Mitigated Negative Declaration No. 2014-53
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Vicinity Map

RELATED PLANS AND POLICIES

Conditional Use Permits

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 § 7539)

Chapter 17.24 - PLANNED BUSINESS RESEARCH PARK (P-BRP) ZONE

17.24.010 Purpose.

- A. This chapter is designed to achieve the following:
 1. Provide for large-scale office developments in the community;
 2. Accommodate large-scale business and research activities;
 3. Protect residential and office areas from excessive noise, illumination, unsightliness, odor, smoke, and other objectionable influences;
 4. Ensure compatibility with adjacent land uses.
- B. The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or master plans and are intended to accommodate large-scale office developments at locations which provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips. (Prior code § 7749)

Design District: "G" (See Chapter 17.24 For BRP Zoned Sites) [17.30.220]

Maximum Building Height: 75 Feet

Minimum Setbacks:

		Building	Landscaping
➤ Front (Plaza Drive)	45 Feet		30 Feet
➤ Front (Hurley, Crowley, Neeley, Kelsey)	25 Feet		25 Feet
➤ Front with SR 198 frontage	45 Feet		45 Feet
➤ Side	20 Feet		20 Feet
➤ Street side on corner lot	20 Feet	20 Feet	
➤ Rear	30 Feet		20 Feet

*(Except where building is on property line)

Minimum Site Area: 5 acre minimum (divisions under 5 acres may be approved in conjunction with an adopted master plan for the site)

Parking: As prescribed in Chapter 17.34

Note: Development within the BRP is subject to approval of a conditional use permit (CUP) for a Master Plan which is to provide a cohesive architectural design to create a campus style setting, including shared vehicular and pedestrian access, shared parking within the individual Master Plan area, common open space and related amenities. A comprehensive sign program is also required as a component of the CUP process for the Master Plan.

RESOLUTION NO. 2014-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2014-19, A REQUEST BY 4CREEKS, TO ESTABLISH A 25-ACRE MASTER-PLANNED MULTI-USE BUSINESS PARK DEVELOPMENT IN THE BRP (BUSINESS RESEARCH PARK) ZONE. THE SITE IS LOCATED ON THE SOUTHWEST CORNER OF NORTH PLAZA DRIVE AND WEST CROWLEY AVENUE (APNS: 081-170-001, 081-170-002, 081-170-003, 081-170-009, 081-170-010, AND 081-170-014)

WHEREAS, Conditional Use Permit No. 2014-19, is a request by 4Creeks, to establish a 25-acre master-planned multi-use business park development in the BRP (Business Research Park) zone. The site is located on the southwest corner of North Plaza Drive and West Crowley Avenue (APNs: 081-170-001, 081-170-002, 081-170-003, 081-170-009, 081-170-010, and 081-170-014); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on November 10, 2014; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2014-19, as conditioned by staff, 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, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project, and mitigation measures would be required.

NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2014-53 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

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 findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.

3. That the proposed Project is consistent with the Visalia General Plan, and in particular, satisfactorily meets the intent of Policy 3.6.3 of the Land Use Element of the General Plan.
4. That the project as presented in the Design Guidelines for the Square at Plaza Drive Master Plan document (Exhibit "B") and conditioned herein meets the intent of the codified requirements and policies for development in the Business Research Park zone.
5. That the proposed location is in close proximity to public transit facilities, which will link the site to related citywide and regional public transportation facilities.
6. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined not significant with mitigation incorporated into the project, and that Mitigated Negative Declaration No. 2014-53, incorporating the Mitigation Measures, is hereby adopted.

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

1. That the project be developed in substantial compliance with the site plan in Exhibit "A" and the Square at Plaza Drive Master Plan document in Exhibit "B", unless otherwise specified in this use permit. Planning Commission review for subsequent project development will be required for changes, which result in an increased intensity of 10% or greater than provided in Exhibits "A" and "B", and for any uses which are subject to the conditional use permit process.
2. That the Conditional Use Permit shall be developed consistent with the comments and conditions of Site Plan Review Nos. 2013-198 and 2014-039, incorporated herein by reference.
3. That a shared parking and maintenance agreement pursuant to Section 17.34.050 of the Zoning Ordinance shall be recorded against the property prior to the issuance of a building permit or recorded with the final parcel map. The shared parking agreement between the principal parties and the city shall be entered into which restrict the shared parking area to a parking use only. The shared parking agreement shall also address property owners' responsibility for repair and maintenance of the shared parking stalls.
4. That CC&R's including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping (bio-swale), project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation. The CC&R's shall be recorded prior to the issuance of any building permits on the master planned site.

5. That development proposals for all parcels shall go through the Site Plan Review process, and shall conform to the adopted requirements for this conditional use permit.
6. That all offsite improvements including right-of-way dedication along Crowley Avenue shall be installed with the first phase of any development proposed within the Square at Plaza Drive project.
7. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2014-53 are hereby incorporated as conditions of Conditional Use Permit No. 2014-19.
8. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. Landscape and irrigation plans shall comply with the State Model Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
9. That all of the conditions and responsibilities of Conditional Use Permit No. 2014-19 shall run with the land, and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.
10. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2014-19, prior to the issuance of any building permit for this project.
11. That all other federal and state laws and city codes and ordinances be complied with.

RESOLUTION NO 2014-30

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2014-04, A REQUEST BY THE 4CREEKS TO SUBDIVIDE 25-ACRES OF BRP (BUSINESS RESEARCH PARK) ZONED PROPERTY INTO 11 PARCELS FOR A MULTI-USE BUSINESS PARK DEVELOPMENT. THE SITE IS LOCATED ON THE SOUTHWEST CORNER OF NORTH PLAZA DRIVE AND WEST CROWLEY AVENUE (APNS: 081-170-001, 081-170-002, 081-170-003, 081-170-009, 081-170-010, AND 081-170-014)

WHEREAS, Tentative Parcel Map No. 2014-04 is a request by the 4Creeks to subdivide 25-acres of BRP (Business Research Park) zoned property into 11 parcels for a multi-use business park development. The site is located on the southwest corner of North Plaza Drive and West Crowley Avenue (APNs: 081-170-001, 081-170-002, 081-170-003, 081-170-009, 081-170-010, and 081-170-014); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on November 10, 2014; and

WHEREAS, the Planning Commission of the City of Visalia finds the tentative parcel map in accordance with Section 16.28.070 of the Ordinance Code of the City of Visalia based 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 a Mitigated Negative Declaration No. 2014-53 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia approves the proposed tentative parcel map based on the following specific findings and based on the evidence presented:

1. That the proposed tentative parcel map is consistent with the policies and intent of the General Plan, Zoning Ordinance, and Subdivision Ordinance.
2. That the proposed parcel sizes of less than 5 acres are consistent with the BRP zoning and Design District "G" standards since they are part of a master planned development
3. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

4. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined not significant with mitigation incorporated into the project, and that Mitigated Negative Declaration No. 2014-53, incorporating the Mitigation Measures, is hereby adopted.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the tentative parcel map on the real property hereinabove described in accordance with the terms of this resolution under the provisions of Section 16.28.070 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the tentative parcel map be prepared in substantial compliance with Exhibit "C".
2. That the Tentative Parcel Map shall be developed consistent with the comments and conditions of Site Plan Review Nos. 2013-198 and 2014-039, incorporated herein by reference.
3. That Conditional Use Permit No. 2014-19 shall be approved, and that requirements of the use permit which relate to this map shall be fulfilled. That Tentative Parcel Map No. 2014-04 shall be null and void unless Conditional Use Permit No. 2014-19 is approved.
4. That a shared parking and maintenance agreement pursuant to Section 17.34.050 of the Zoning Ordinance shall be recorded against the property prior to the issuance of a building permit or recorded with the final parcel map. The shared parking agreement between the principal parties and the city shall be entered into which restrict the shared parking area to a parking use only. The shared parking agreement shall also address property owners' responsibility for repair and maintenance of the shared parking stalls.
5. That CC&R's including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping (bio-swale), project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation. The CC&R's shall be recorded prior to the issuance of any building permits on the master planned site.
6. That all other federal and state laws and city codes and ordinances be complied with.
7. 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 Tentative Parcel Map No. 2014-04, prior to the issuance of any building permits for this project.

THE SQUARE
@ PLAZA DR.

SQUARE

MASTER CONDITIONAL USE PERMIT

PREPARED FOR: THE CITY OF VISALIA, CALIFORNIA
 PREPARED BY: 4CREEKS
 2000 JARVIS, SUITE A
 VISALIA, CA 93291

ENTITLEMENTS REQUIRED:

CONDITIONAL USE PERMIT
 MASTER PLAN FOR BRP PROJECT
 TENTATIVE PARCEL MAP

SITE DATA:

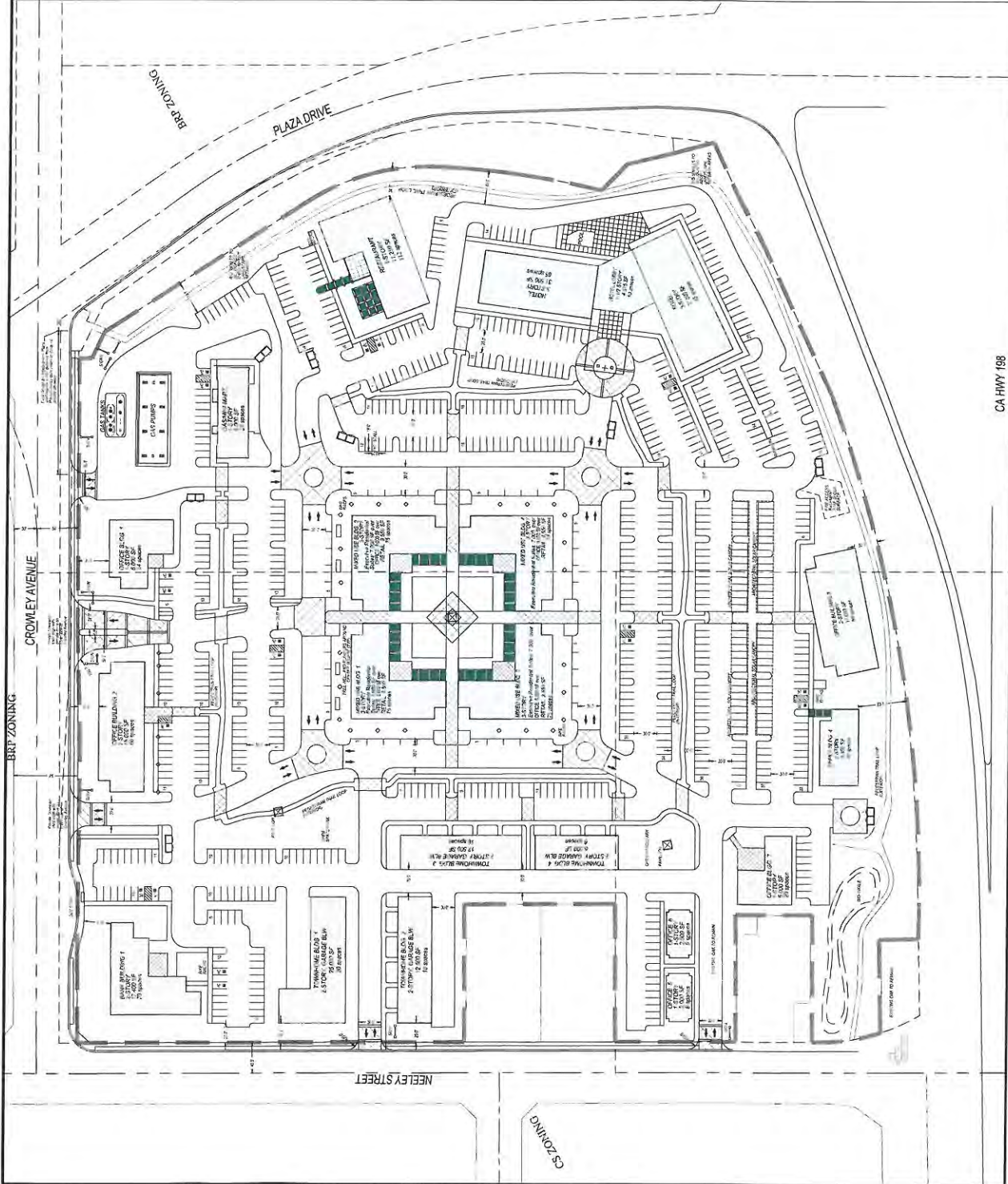
APNs: 081-170-09, 081-170-10, 081-170-02, 081-170-03;
 081-170-14
 CURRENT ZONING: BRP
 PREVIOUS ZONING: BRP
 DESIGN DISTRICT: VACANT
 EXISTING USE: OFFICE
 PROPOSED USE: OFFICE, RESTAURANT, HOTEL, RETAIL, GAS STATION, CONVENIENCE STORE, RESIDENTIAL, TOWNHOME UNITS, EXECUTIVE STYLE LOFTS
 WATER SERVICE: CALIFORNIA WATER SERVICE COMPANY
 STORM SERVICE: CITY OF VISALIA
 GAS SERVICE: CALIFORNIA GAS COMPANY
 ELEC. SERVICE: SOUTHERN CALIFORNIA EDISON COMPANY
 REFUSE SERVICE: SBC OF VISALIA
 TELEPHONE: SBC OF VISALIA
 FLOOD ZONE: AE AND X

BUILDING AND PARKING:

OFFICE: 97,200 SF
 SPACES REQUIRED (1,250): 389 STALLS
 SPACES PROPOSED: 374 STALLS
 RESTAURANT: 11,250 SF
 SPACES REQUIRED (1,100): 113 STALLS
 SPACES PROPOSED: 115 STALLS
 GAS STATION/CONVENIENCE STORE: 6,000 SF
 NO SPECIFIC REQUIREMENT ESTIMATED 24
 SPACES PROPOSED: 32 STALLS - INCLUDES FUEL PARKING (1/200)
 RETAIL: 38,250 SF (TO INCLUDE VISITOR INFORMATION CENTER)
 SPACES REQUIRED (1,300): 128 STALLS
 SPACES PROPOSED: 130 STALLS
 HOTEL: 65 ROOMS AND 4,575 SF OFFICE
 SPACES REQUIRED (1,600): 160 STALLS
 SPACES PROPOSED: 140 STALLS
 RESIDENTIAL: 23 TOWNHOME UNITS; 28 EXECUTIVE STYLE LOFTS
 SPACES REQUIRED: 46 GARAGE UNITS; 55 STALLS FOR LOFTS (SHARED)
 SPACES PROPOSED: 46 GARAGE UNITS; 55 STALLS FOR LOFTS (SHARED)
 TOTAL REQUIRED: 835 STALLS (PROPOSAL FOR REDUCED STALLS DUE TO MIX OF USES AND SHARED PARKING AGREEMENT)
 HANDICAP STALLS 2% OF TOTAL REQUIRED (16) .18 HC STALLS PROPOSED



VICINITY MAP
 PREPARED BY: 4CREEKS
 2000 JARVIS, SUITE A
 VISALIA, CA 93291
 TEL: 559.237.3727
 FAX: 559.237.3728



CA HWY 198

Exhibit “B”
See The Square at Plaza
Drive Master Plan
Document

AUGUST 2014

THE SQUARE @PLAZA DR.

TENTATIVE PARCEL MAP

THESE PARCELS OF PHASE 11 ARE LOCATED IN THE CITY OF VISALIA, CALIFORNIA, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA. PREPARED BY: 4CREEPS, INC. VISALIA, CA 93278

SITE DATA:

APN'S: 081-170-011, 081-170-02, 081-170-03, 081-170-05, 081-170-10, 081-170-14

- CURRENT ZONING: BRP
- DESIGN DISTRICT: C
- VACANT
- OFFICE
- CITY OF VISALIA
- CALIFORNIA WATER SERVICE COMPANY
- SOUTHERN CALIFORNIA GAS COMPANY
- SOUTHERN CALIFORNIA ELECTRIC COMPANY
- CITY OF VISALIA
- AE AND X

PHASING

- PHASE 1: PARCELS 1-5
- PHASE 2: PARCELS 6,7,11
- PHASE 3: PARCELS 8, 9
- PHASE 4: PARCEL 10

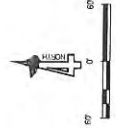
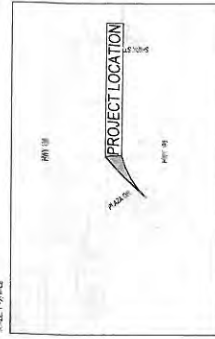
STREET RIGHT OF WAY

CROWLEY AVENUE: AN ADDITIONAL 100 TO THE CITY OF VISALIA ON SOUTH SIDE OF STREET TO CREATE 64' TOTAL RIGHT OF WAY. INSTALL STANDARD SIDEWALK AND PARKWAY ON SOUTHERN SECTION OF CROWLEY BETWEEN PLAZA DRIVE AND NEELEY STREET AS DEVELOPED IN PHASE 1.

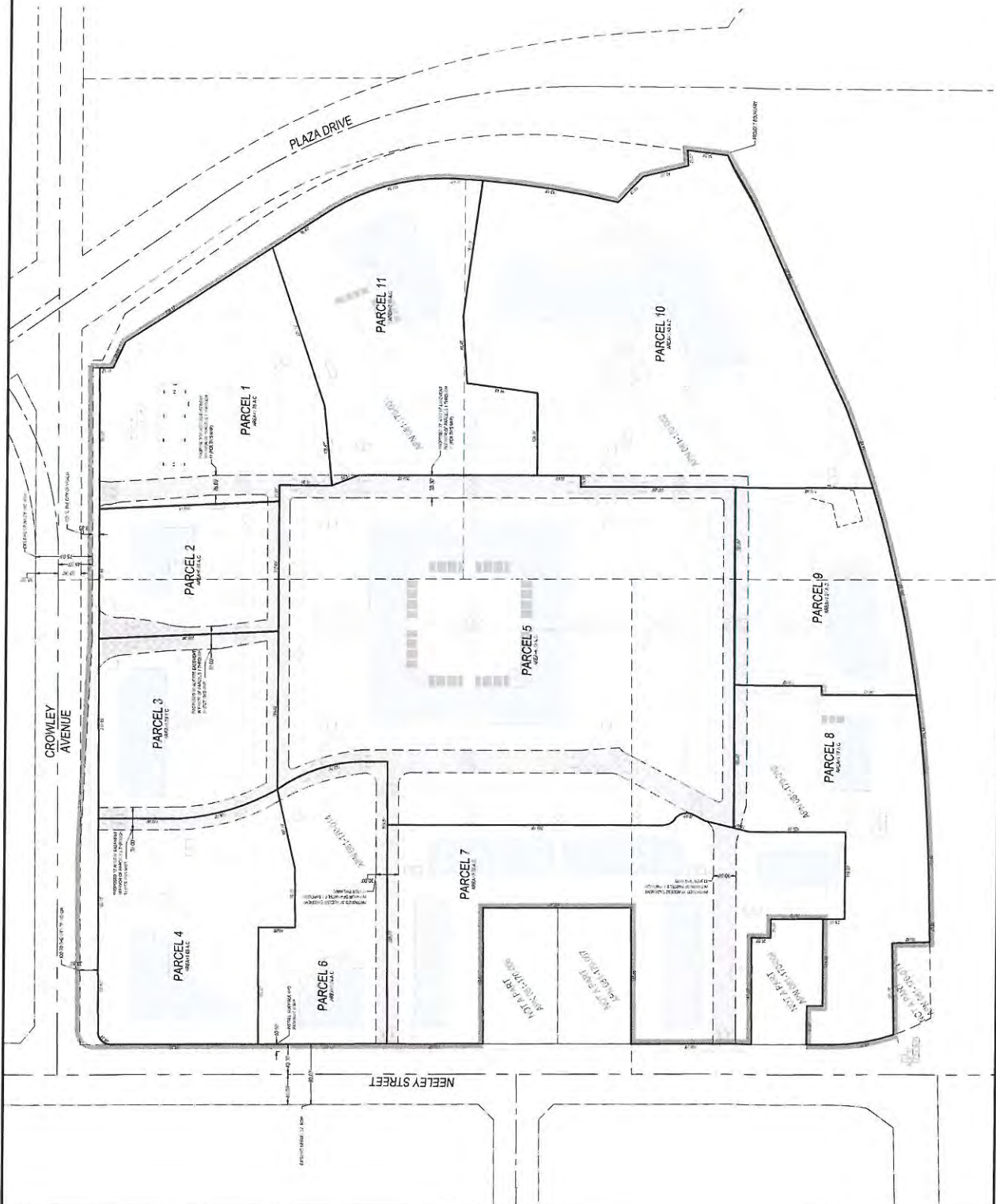
NEELEY STREET: THE CITY CURRENTLY HAS OBTAINED THE FULL 80' RIGHT OF WAY, AND NO FURTHER DEDICATION ALONG NEELEY WILL BE REQUIRED. CITY STANDARD SIDEWALK AND PARKWAY ALONG THE EAST SIDE OF NEELEY STREET BETWEEN CROWLEY AVENUE AND CAMP DRIVE SHALL BE INSTALLED AS PHASES ARE DEVELOPED.

VICINITY MAP

TULARE COUNTY



PREPARED BY: 4CREEPS, INC.
VISALIA, CA 93278
TEL: 558.881.2700
FAX: 558.881.2715



MARCH 2014

THE SQUARE @PLAZA DR. PHASING PLAN

BEING PARCEL 2 OF PARCEL MAP 1097, RECORDED IN VOL. 78 OF MAPS, AT PAGE 35, TOWN OF VISALIA, CALIFORNIA, AND PARCEL 11 OF PARCEL MAP 1097, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA.

PREPARED FOR: NORTON ANDERSON
 PREPARED BY: AUSTIN W. HARRIS, INC.
 2200 W. MAIN STREET, A
 VISALIA, CA 93276

SITE DATA:

APNS: 081-170-01; 081-170-02; 081-170-03;
 081-170-09; 081-170-10; 081-170-14

CURRENT ZONING: BRP
 PROPOSED ZONING: G
 DESIGN DISTRICT: G
 OFFICE: G
 CITY OF VISALIA
 PLANNING DEPARTMENT
 SERVICE COMPANY
 CITY OF VISALIA
 SOUTHERN CALIFORNIA
 GAS SERVICE
 SOUTHERN CALIFORNIA
 EDISON COMPANY
 REUSE SERVICE: SPC
 TELEPHONE: SPC
 FLOOD ZONE: AE AND X

PHASING

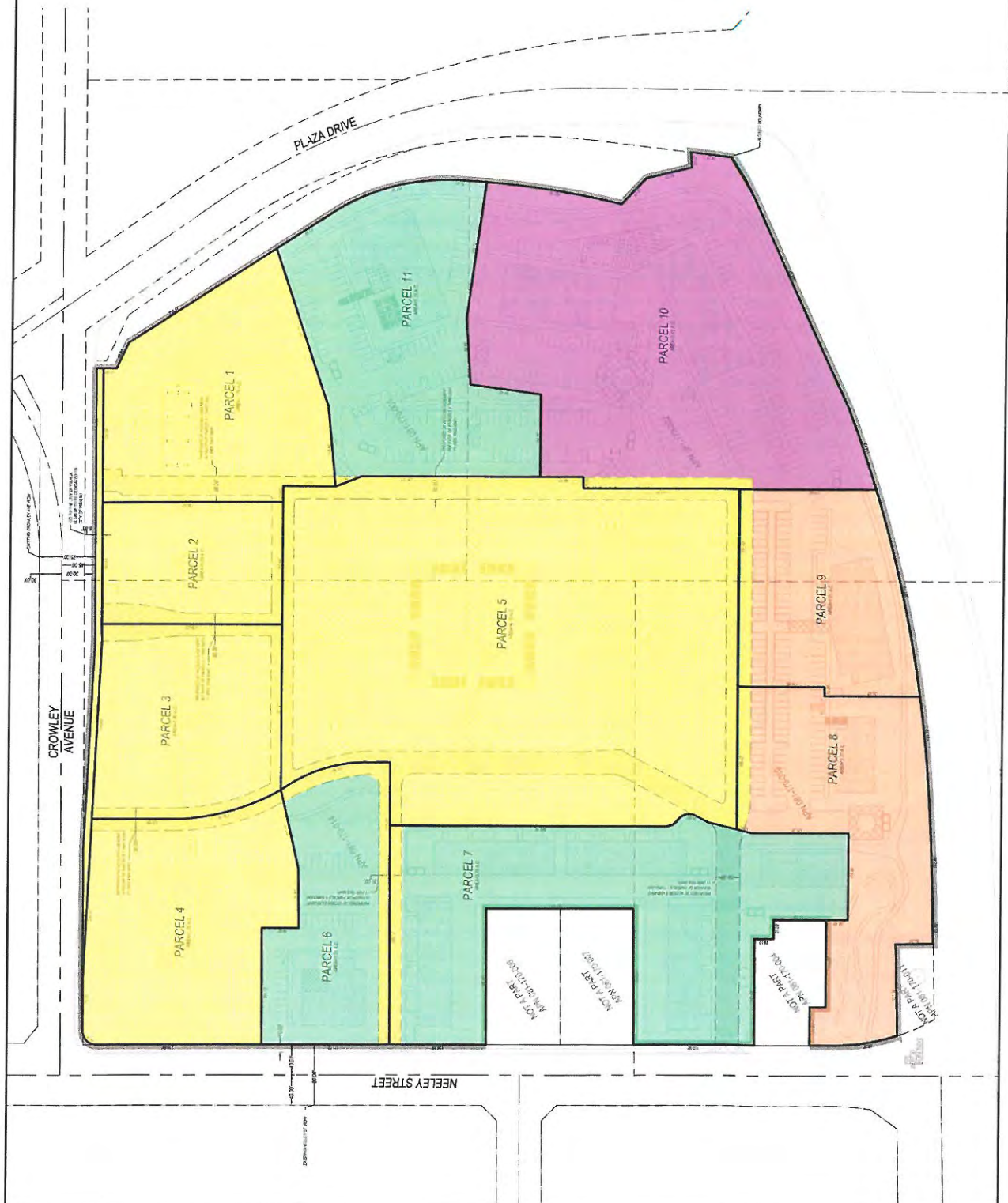
- PHASE 1: PARCELS 1-5
- PHASE 2: PARCELS 6-7, 11
- PHASE 3: PARCELS 8, 9
- PHASE 4: PARCEL 10

VICINITY MAP

SCALE 1"=200 FEET



PROPOSED BY:
 AUSTIN W. HARRIS, INC.
 2200 W. MAIN STREET, A
 VISALIA, CA 93276
 TEL: 559.239.2000
 FAX: 559.239.2005



CONCEPTUAL LANDSCAPE PLAN





RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

VISALIA, CA. 93277

PHONE (559) 624-7000

FAX (559) 730-2653

Michael C. Spata

Mike Bond

Roger Hunt

Planning

Public Works

Administration

JAKE RAPER JR., AICP, DIRECTOR

MICHAEL C. SPATA, ASSOCIATE DIRECTOR

April 10, 2014

City of Visalia Planning Department
Attn: Josh McDonnell, AICP
315 E. Acequia Avenue
Visalia, CA 93291

Dear Mr. McDonnell:

Thank you for your recent submission of the Square at Plaza Drive Master Plan to the Airport Land Use Commission (ALUC). The project is located on the northwest corner of State Highway 198 and Plaza Drive within the City of Visalia. The project is a Master Plan for the development of mixed uses including commercial offices, retail restaurants, and residential uses. Staff has reviewed the project and has the following comments:

The subject sites are located within the Safety Zone 6 of the Visalia Municipal Airport. The Land Use Compatibility Table in the adopted Tulare County Comprehensive Airport Land Use Plan (CALUP) states that commercial uses and single family residential uses are compatible on properties located in Safety Zone 6, subject to location, noise and height requirements.

The subject site is located within the Horizontal Surface Zone of the Federal Aviation Administration's (FAA) Federal Aviation Regulations (FAR), Part 77 height restriction zones. The FAA has set guidelines for determining if an object is an obstruction to air navigation according to FAR, Part 77. Projects that are of greater height than the imaginary flight zones set forth by FAR are identified as potential obstructions to air navigation.

The Horizontal Surface is a horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway (a point on the extended runway centerline 200 feet beyond the physical end of a runway) and connecting the adjacent arcs by lines tangent to those arcs.

The proposed project is located outside of Aircraft Noise Restriction Areas of the Visalia Municipal Airport and is consistent with the CALUP in regards to noise restrictions.

ALUC Staff has conducted an evaluation of the Square at Plaza Drive Master Plan, located within the ALUC planning boundaries of the Visalia Municipal Airport. Staff's review has determined that the project is consistent with the Tulare County Comprehensive Airport Land Use Plan and the FAA FAR, Part 77 height requirements. Thank you for submitting your proposal for review and consideration.

A handwritten signature in black ink, appearing to read "Jason Garcia-LoBue".

Jason Garcia-LoBue, ALUC Staff
Tulare County RMA

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



**NOTICE OF A PROPOSED
MITIGATED NEGATIVE DECLARATION**

Project Title: Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.

Project Description:

Conditional Use Permit (CUP) No. 2014-19 is a request by 4Creeks Inc., to allow construction of a phased master-planned development in the BRP (Business Research Park) zone. Approval of the master plan conditional use permit project would approve the general layout and development conditions for the project; individual projects requiring supplemental review (such as a Conditional Use Permit) would be required to secure such permit in the future. Other projects would require site plan review to determine compliance with the master plan. The present application contains one site-specific application, one for a convenience store and gas station at the southwest corner of North Plaza Drive and West Crowley Avenue.

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan. The development is generally comprised of 97,200 square feet of office space, 38,200 square feet of retail, gas station/convenience store, three-story 65-room hotel with 4,575 square feet of associated conference room space, 11,250 square foot restaurant space, 23 townhome residential units, 28 executive lofts, 808 parking stalls, and a pedestrian trail along the periphery of the site. The project also includes off-site street and infrastructure improvements on Crowley Avenue and Neeley Street inside the City limits. Although the Master Site Plan identifies the location of all future structures, parking stalls, landscaping, etc., it is anticipated that some changes will occur as each planned structure undergoes construction-level design. Therefore, each structure or pad will require City Site Plan Review prior to issuance of a building permit. This will allow the City to determine the structure's consistency with the Master Plan and other City-adopted policies and development standards. It will also allow the City to track the Project's progress against the adopted square footage and parking totals. This review will be performed by the Community Development Director, the City Planner, a designee, or the Site Plan Review Committee.

This Project will be the third master planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program: 1) avoidance of prime farmland, or key habitat areas; 2) location of the project within ¼ mile of bus stops, and integration of transit into the project design; 3) providing bicycle facilities, including on-site bicycle racks; 4) preferential parking for van pools, car pools and low emission vehicles; 5) implementing on-site bio-swale storm water management system to retain stormwater; 6) performance standards for containing errant light; 7) use of trees and highly reflective materials to reduce heat buildup; 8) shared parking; and 9) reduction in on-site water consumption by 50 percent through the use selected plant materials and building features.

As prescribed by the City's BRP regulations, the project will incorporate sites for larger scale office uses, highway commercial uses, business service, employee service uses, and residential units in an integrated high-amenity campus environment. The word "campus" is intended to imply a highly landscaped area, with buildings defining open spaces and common activity areas, and with parking relegated to interior or back areas so that the primary streetscape (whether along Plaza Drive, Crowley Avenue, Neeley Street,) is oriented to building activities and forms. These open spaces are to accommodate multiple uses for active and passive open space, storm water retention and ground water recharge, ornamental landscaping, and to visually separate parking areas. Overall, the Square at Plaza Drive contains approximately 35 percent open space and landscaping. According to the Visalia General Plan, this BRP is to accommodate high quality, larger scale office uses, as well as highway commercial uses. Consequently, sites in the Square at Plaza Drive are designated for hotels, a service station, sit-down restaurants, office space, limited commercial areas, residential units, and related uses. Architecture has been developed to provide thematic consistency throughout, with detailed, high quality contemporary and modern "English" style architecture, with such details carried through to site planning accents and street furniture such as signage, pergolas, benches, bus shelters, and others. The intent is to provide the region with larger scale office, highway commercial and residential structures that will exceed the appearance and design of anything in the region.

The project will be implemented in phases in four phases. Figure "A" illustrates the general phasing of the Project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

Tentative Parcel Map No. 2014-03 is a request to divide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements.

Project Applicant: The project is a request by 4Creeks, Inc. on behalf of the Roye Family (property owner).

Project Location: The project is located on the southwest corner of North Plaza Drive and West Crowley Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APNs: 081-170-01, 081-170-02, 081-170-03; 081-170-09, 081-170-10 & 081-170-014)

Contact Person: Paul Bernal, Principal Planner

Phone: (559) 713-4025

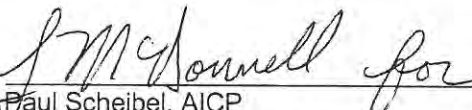
Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on November 10, 2014, at 7:00 p.m. in the City Hall Council Chambers located at 707 West Acequia Avenue, Visalia, California.

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 will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Mitigated Negative Declaration: Initial Study No. 2014-53 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 East Acequia Avenue, Visalia, CA.

Comments on this proposed Mitigated Negative Declaration will be accepted from October 20, 2014 to November 10, 2014.

Date: 10/20/2014

Signed: 
Paul Scheibel, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

Project Title: Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.

Project Description:

Conditional Use Permit (CUP) No. 2014-19 is a request by 4Creeks Inc., to allow construction of a phased master-planned development in the BRP (Business Research Park) zone. Approval of the master plan conditional use permit project would approve the general layout and development conditions for the project; individual projects requiring supplemental review (such as a Conditional Use Permit) would be required to secure such permit in the future. Other projects would require site plan review to determine compliance with the master plan. The present application contains one site-specific application, one for a convenience store and gas station at the southwest corner of North Plaza Drive and West Crowley Avenue.

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan. The development is generally comprised of 97,200 square feet of office space, 38,200 square feet of retail, gas station/convenience store, three-story 65-room hotel with 4,575 square feet of associated conference room space, 11,250 square foot restaurant space, 23 townhome residential units, 28 executive lofts, 808 parking stalls, and a pedestrian trail along the periphery of the site. The project also includes off-site street and infrastructure improvements on Crowley Avenue and Neeley Street inside the City limits. Although the Master Site Plan identifies the location of all future structures, parking stalls, landscaping, etc., it is anticipated that some changes will occur as each planned structure undergoes construction-level design. Therefore, each structure or pad will require City Site Plan Review prior to issuance of a building permit. This will allow the City to determine the structure's consistency with the Master Plan and other City-adopted policies and development standards. It will also allow the City to track the Project's progress against the adopted square footage and parking totals. This review will be performed by the Community Development Director, the City Planner, a designee, or the Site Plan Review Committee.

This Project will be the third master planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program: 1) avoidance of prime farmland, or key habitat areas; 2) location of the project within ¼ mile of bus stops, and integration of transit into the project design; 3) providing bicycle facilities, including on-site bicycle racks; 4) preferential parking for van pools, car pools and low emission vehicles; 5) implementing on-site bio-swale storm water management system to retain stormwater; 6) performance standards for containing errant light; 7) use of trees and highly reflective materials to reduce heat buildup; 8) shared parking; and 9) reduction in on-site water consumption by 50 percent through the use selected plant materials and building features.

As prescribed by the City's BRP regulations, the project will incorporate sites for larger scale office uses, highway commercial uses, business service, employee service uses, and residential units in an integrated high-amenity campus environment. The word "campus" is intended to imply a highly landscaped area, with buildings defining open spaces and common activity areas, and with parking relegated to interior or back areas so that the primary streetscape (whether along Plaza Drive, Crowley Avenue, Neeley Street,) is oriented to building activities and forms. These open spaces are to accommodate multiple uses for active and passive open space, storm water retention and ground water recharge, ornamental landscaping, and to visually separate parking areas. Overall, the Square at Plaza Drive contains approximately 35 percent open space and landscaping. According to the Visalia General Plan, this BRP is to accommodate high quality, larger scale office uses, as well as highway commercial uses.

Consequently, sites in the Square at Plaza Drive are designated for hotels, a service station, sit-down restaurants, office space, limited commercial areas, residential units, and related uses. Architecture has been developed to provide thematic consistency throughout, with detailed, high quality contemporary and modern "English" style architecture, with such details carried through to site planning accents and street furniture such as signage, pergolas, benches, bus shelters, and others. The intent is to provide the region with larger scale office, highway commercial and residential structures that will exceed the appearance and design of anything in the region.

The project will be implemented in phases in four phases. Figure "A" illustrates the general phasing of the Project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

Tentative Parcel Map No. 2014-03 is a request to divide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements.

Project Applicant: The project is a request by 4Creeks, Inc. on behalf of the Roye Family (property owner).

Project Location: The project is located on the southwest corner of North Plaza Drive and West Crowley Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APNs: 081-170-01, 081-170-02, 081-170-03; 081-170-09, 081-170-10 & 081-170-014)

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: *J. McDonald for*

Date Approved: October 20, 2014

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.

Conditional Use Permit (CUP) No. 2014-19 is a request by 4Creeks Inc., to allow construction of a phased master-planned development in the BRP (Business Research Park) zone. Approval of the master plan conditional use permit project would approve the general layout and development conditions for the project; individual projects requiring supplemental review (such as a Conditional Use Permit) would be required to secure such permit in the future. Other projects would require site plan review to determine compliance with the master plan. The present application contains one site-specific application, one for a convenience store and gas station at the southwest corner of North Plaza Drive and West Crowley Avenue.

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan. The development is generally comprised of 97,200 square feet of office space, 38,200 square feet of retail, gas station/convenience store, three-story 65-room hotel with 4,575 square feet of associated conference room space, 11,250 square foot restaurant space, 23 townhome residential units, 28 executive lofts, 808 parking stalls, and a pedestrian trail along the periphery of the site. The project also includes off-site street and infrastructure improvements on Crowley Avenue and Neeley Street inside the City limits. Although the Master Site Plan identifies the location of all future structures, parking stalls, landscaping, etc., it is anticipated that some changes will occur as each planned structure undergoes construction-level design. Therefore, each structure or pad will require City Site Plan Review prior to issuance of a building permit. This will allow the City to determine the structure's consistency with the Master Plan and other City-adopted policies and development standards. It will also allow the City to track the Project's progress against the adopted square footage and parking totals. This review will be performed by the Community Development Director, the City Planner, a designee, or the Site Plan Review Committee.

This Project will be the third master planned BRP development in Visalia to incorporate sustainable design features that will provide a basis for structures to be certified under the "Leadership in Energy and Environmental Design (LEED)" green building rating system. The Master Plan will include the following features prescribed in the LEED program: 1) avoidance of prime farmland, or key habitat areas; 2) location of the project within ¼ mile of bus stops, and integration of transit into the project design; 3) providing bicycle facilities, including on-site bicycle racks; 4) preferential parking for van pools, car pools and low emission vehicles; 5) implementing on-site bio-swale storm water management system to retain stormwater; 6) performance standards for containing errant light; 7) use of trees and highly reflective materials to reduce heat buildup; 8) shared parking; and 9) reduction in on-site water consumption by 50 percent through the use selected plant materials and building features.

As prescribed by the City's BRP regulations, the project will incorporate sites for larger scale office uses, highway commercial uses, business service, employee service uses, and residential units in an integrated high-amenity campus environment. The word "campus" is intended to imply a highly landscaped area, with buildings defining open spaces and common activity areas, and with parking relegated to interior or back areas so that the primary streetscape (whether along Plaza Drive, Crowley Avenue, Neeley Street,) is oriented to building activities and forms. These open spaces are to accommodate multiple uses for active and passive open space, storm water retention and ground water recharge, ornamental landscaping, and to visually separate parking areas. Overall, the Square at Plaza Drive contains approximately 35 percent open space and landscaping. According to the Visalia General Plan, this BRP is to accommodate high quality, larger scale office uses, as well as highway commercial uses.

Consequently, sites in the Square at Plaza Drive are designated for hotels, a service station, sit-down restaurants, office space, limited commercial areas, residential units, and related uses. Architecture has been developed to provide thematic consistency throughout, with detailed, high quality contemporary and modern “English” style architecture, with such details carried through to site planning accents and street furniture such as signage, pergolas, benches, bus shelters, and others. The intent is to provide the region with larger scale office, highway commercial and residential structures that will exceed the appearance and design of anything in the region.

The project will be implemented in phases in four phases. Figure “A” illustrates the general phasing of the Project. Building phases may be modified if a finding is made that adequate infrastructure exists or will exist, and buildings may be aggregated into larger footprints if user needs warrant.

Tentative Parcel Map No. 2014-03 is a request to divide the 25-acre site into 11 parcels with shared access, parking, drainage and maintenance agreements.

Project Applicant: The project is a request by 4Creeks, Inc. on behalf of the Roye Family (property owner).

Project Location: The project is located on the southwest corner of North Plaza Drive and West Crowley Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APNs: 081-170-01, 081-170-02, 081-170-03; 081-170-09, 081-170-10 & 081-170-014)

B. Identification of the Environmental Setting: The project is located on the southwest corner of an improved arterial roadway (Plaza) to the east, a minor collect street (Crowley) to the north and a local street (Neeley) to the west. The south boundary of the site is State Route 198. The site abuts two properties that are not a part of the project that are developed with ranch style homes. There are no structures or improvements on the site. 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: Crowley Avenue (minor collector street) & Plaza Business Park; BRP (Business Research Park) zone / Fresno Pacific University and vacant parcels
- South: State Route 198
- East: Plaza Drive & State Route 198/Plaza Drive on-ramp
- West: Neely Street (local street) & Auto Plaza; C-S (Service Commercial) zone / BMW & Lampe Car Dealerships & vacant property

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: Policies applicable to the project are contained in the General Plan’s Land Use Element (LUE) and Circulation Element (CE), Airport Master Plan, West Visalia Specific Plan, and County Airport Land Use Compatibility Plan. The Land Use Element designates the site as Business Research Park with the intent to develop it for larger scale offices and high quality Highway Commercial Uses. The site is zoned BRP (Business Research Park).

The zoning allow for large-scale office, highway commercial and residential mixed use developments subject to the adoption of an approved master plan. The specific uses identified on the site plan exhibit are conditionally allowed uses.

The proposed development at this location can be considered to be consistent with the General Plan and Zoning and Subdivision Ordinances based on the site's proximity to arterial-designated streets and other community-level commercial/industrial uses. The proposed project would be consistent with the other BRP developments located at adjacent corner intersections near the project site. The City of Visalia's existing plans and policies specifically address the allowance of concentrated BRP development provided that it is developed consistent with and has minimal impacts upon adjacent land uses (City of Visalia Land Use Element Policies 3.2.2, 3.5.6, & 3.6.3).

City of Visalia Land Use Element Policies 3.2.2, 3.5.16, & 3.6.3 state the following in regards to the proposed Land Use Designation:

Policy 3.2.2: Ensure high quality highway commercial development at State Route 198 and Plaza Drive in conjunction with a Business Research Park through enforcement of the West Visalia Specific Plan's design and development standards. These land uses shall be master planned and developed in conformity with the West Visalia Specific Plan.

Policy 3.5.16: Limited, high quality highway commercial uses shall be integrated into the Business Research Park area at the Plaza/SH 198 intersection.

Policy 3.6.3: Develop a Business Research Park Center zone district to accommodate large-scale businesses and research related activities in campus-type master planned developments at five locations: 1) Plaza Drive north of SH 198 in conjunction with limited, high quality highway commercial uses.

City of Visalia Zoning Ordinance, Section 17.24.010(B), states the following in regards to the proposed Zoning Designation:

The purpose and intent of the planned business research park zone district is to provide for business, scientific, educational and light industrial uses in a campus-type setting. Planned business research parks are to be planned and developed as integrated units via specific or master plans and are intended to accommodate large-scale office developments at locations which provide close-in employment opportunities; promote Visalia's community identity through special site development standards such as lot sizes, setbacks, landscaping, building scale, parking, open areas, etc.; and provide on-site ancillary uses including day care, food service, banks, recreation, etc., served by a variety of transportation modes to reduce vehicle trips.

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.

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.

III. MITIGATION MEASURES

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

- **Greenhouse Gas Reduction Plan – A Greenhouse Reduction Plan was prepared for the project (ref.: Greenhouse Gas Analysis The Square @ Plaza Drive. July 28, 2014, 4Creeks, Inc.) has concluded that a 29% reduction in Greenhouse Gases will be reduced from Business As Usual with the incorporation of Best Performance Standards provided in the Greenhouse Gas Analysis. To ensure that the project complies with the Best Performance Standards, the standards are included as mitigation to be incorporated into the project.**

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>	<u>Verified</u>
GHG Mitigation Measure 1.1: Construction Phase: Comply with the conclusions identified as CalEEMod mitigations in the GHG Analysis dated 07/28/14 completed for the project.	Project Applicant	Mitigation shall be enforced and carried out during the project's construction, and shall be completed prior to operation of any business or use on the project site.	City construction permits
GHG Mitigation Measure 1.2: Operational Phase: Comply with the conclusions identified as CalEEMod mitigations in the GHG Analysis dated 03/11/14 completed for the project.	Project Applicant	Mitigation shall be enforced and carried out during the project's operation of any business or use on the project site and Before final occupancy for each development phase	City operating permits

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 Mitigated Negative Declaration and Initial Study by reference:

- 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

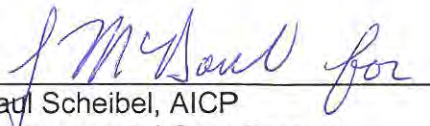
Element Update), passed and adopted September 3, 1991.

- 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.
- Traffic Impact Study for the Square at Plaza, Visalia, California. September 29, 2014 4Creeks, Inc.
- Greenhouse Gas Analysis for the Square at Plaza Drive, 4Creeks Inc., July 28, 2014

V. NAME OF PERSON WHO PREPARED INITIAL STUDY



Paul Bernal
Principal Planner



Paul Scheibel, AICP
Environmental Coordinator

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST**

Name of Proposal	Development and subdivision of the Square at Plaza Drive Master Planned Office Development, consisting of Conditional Use Permit No. 2014-19 and Tentative Parcel Map No. 2014-03.		
NAME OF PROPONENT:	4Creeks Inc.	NAME OF AGENT:	4Creeks Inc.
Address of Proponent:	324 S. Santa Fe. St. Suite A Visalia, CA 93291	Address of Agent:	324 S. Santa Fe. St. Suite A Visalia, CA 93291
Telephone Number:	(559) 802-3052	Telephone Number:	(559) 802-3052
Date of Review	October 20, 2014	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:

- 1 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?
- 1 c) 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:

- 2 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?
- 2 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?
- 2 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?
- 2 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?

- 2 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 2 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?

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:

- 3 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 3 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?

- 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 65962.5 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?

X. LAND USE AND PLANNING

Would the project:

- 2 a) Physically divide an established community?
- 2 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:

- 2 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?
- 2 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)?
- 3 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 21083.05, 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 proposed project is mixed office/commercial and residential development, which will meet City standards for setbacks, landscaping and building height restrictions.

This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista which the project will not adversely impact the view of because the proposed project site is entirely surrounded by similar two-story office development. In addition, the proposed two-story project will be located on a hospital campus setting.

- b. The project is not located within the vicinity of a scenic state highway that is designated or might be designed by the State Department of Transportation. There is one oak tree on the project site that will be protected during construction and preserved in accordance with the City's adopted Oak Tree Preservation Ordinance (Visalia Municipal Code Chapter 12.24), and the City's *Standard Specifications for Building Around Valley Oaks*.
- c. The proposed project proposes a high degree of visual character through the use of a high quality, consistent architectural theme, landscaping, building facades, signage, and other amenities. The project elements will be integrated and carried throughout the architecture of the entire development.
- d. The City's development standards and project design standards limit on-site lighting and the amount of errant lighting at individual property lines and public rights of way for any new sources of light to 0.25 lumens. This standard shall be demonstrated on building permit applications submitted in association with the development.

II. AGRICULTURAL RESOURCES

- a. The site is not been under agricultural production in the past five years. The Farmland Mapping and Monitoring Program of the California Resources Agency has designated farmland in and around Visalia as Irrigated Farmland on the map of Important Farmlands of Tulare County. The predominant soil types (Tagus loam with some Grangeville sandy loam) have a land capability classification of Class I as irrigated land and Class IV(c) as non-irrigated land. The site size and configuration, adjacent land uses, and other factors severely limit the site's usefulness for commercial agriculture.

The site is approximately 25 acres in total. The property is below the minimum parcel size for consideration as Prime Agricultural land under the Williamson Act. Further, there is no direct access to surface irrigation supplies or onsite groundwater irrigation wells, further limiting the potential for agricultural production.

The site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use, and the City has already adopted urban development boundaries as mitigation measures for conversion of prime agricultural land.

- b. The project will not conflict with an existing zoning for agricultural use, as there are no properties in the project area with an Agriculture zoning. 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 other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use. The site is currently fallow and is not in "agricultural use," and is not considered to be economically viable farmland.

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. 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.
- b. The project could result in short-term air quality impacts related to dust generation due to grading activities. 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 will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to 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.

- c. The San Joaquin Valley is a region that is already at non-attainment for air quality. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion into urban development. The City adopted urban development boundaries as mitigation measures for air quality.

The project could result in short-term air quality impacts related to dust generation due to grading activities. 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 will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to 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 proposed project will not expose sensitive receptors to a substantial generation of pollutant concentrations.
- 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 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. City-wide biological resources were evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use.
- 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. There is one oak tree on the project site that will be protected during construction and preserved in accordance with Chapter 12.24 of the City's Municipal Code (VMC) regarding Oak Tree Presentation and its Standard *Specifications for Building Around Valley Oaks*.
- 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 mobile and other sources of operational emissions. Estimated GHG emissions calculations are contained within the California Emissions Estimator Model (CalEEMod) report prepared for the project by 4Creeks, July 28, 2014.

According to the report, the project consisting of the phased development of the 25-acre site is expected to generate a total of 8,964.49 metric tons of carbon dioxide equivalent emissions (CO₂E) associated with construction between 2015 and 2029 under the business as usual scenario. However, the mitigated 2029 generation is 5,971.08, which is below the threshold of significance for GHG generation, owing to a 33.37% reduction when compared with business as usual.

The report further reveals that a strong majority of the CO₂E emissions associated with annual operations will result from mobile sources or vehicle trips associated with the uses. A majority of the Vehicle Miles Traveled (VMT) associated with the gas station/convenience market should be considered as passer-by trips rather than

destination / end of a trip based on the nature of these uses and their location in the context of the City. As a result, the VMT associated with these uses will be less than reported, and the emissions associated with these excess trips can be largely disregarded.

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 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;

- Change in use from residential to horizontal mixed use.

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 and would provide a measurable reduction of GHG emissions.

The following SJVAPCD-approved measures are being required as project mitigation, further described in the Mitigation Measures section of the Initial 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;
 - Providing of shade and/or light-colored materials on at least 30% of the site's non-roof impervious surfaces including parking lots;
 - Commitment to exceed Title 24 requirements by 20%;
 - Utilization of off-road diesel vehicles in compliance with Title 13, CCR, Section 2449 during project construction.
- 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 no school site located one-quarter mile from the project site.
- 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 located in Zone C, known as the Common Traffic Pattern. This plan contains safety policies which guide future development for sites located within this zone. There are no restrictions for the proposed type of development within Zone C. The County Airport Land Use Compatibility Plan places the project in Zone H. The project complies with the requirements of Zone H.

The project area is located within 2 miles of a public airport, but will not result in a safety hazard for people residing or working in the project area if developed under the policies referenced above.

- 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. A Master Plan has been prepared for the project, which addresses storm drainage, by identifying additions and improvements to storm drain lines required to accommodate the proposed on-site improvements. The storm drain line will feed into an off-site storm water retention basin located west of the project site. These improvements will be consistent with the adopted City Storm Drain Master Plan. In addition to storm drain lines, bio swales will be integrated into the landscaping on the site and will serve as locations for detention, disposal, and purification of storm water.
- b. The project will not substantially deplete groundwater supplies in the project vicinity. The project is within Cal Water's jurisdiction and is within their current Urban Water Management Plan. The primary source of water is groundwater. Existing water mains in the vicinity will be extended to serve the subject site. Building sites will be served by water laterals for domestic, irrigation, and fire protection use. The project will also be required to pay a groundwater impact fee for the purpose of funding upstream and downstream ground water recharge basins, and for importing surface water supplies as feasible.
- 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. Planned improvements to the site include additions of storm drain lines and the creation of bio swales. The bio swales will contain storm water in addition to that will be conveyed to a storm drainage basin to the west. The basin will be expanded in accordance with the approved Master Plan for Storm Drainage prepared for the project and the immediate vicinity. Therefore, the project will not 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.

- 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 Zone X02, which indicates an area that is not within flood hazard area.
- h. The project area is located within Zone 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. The site is within the current Urban Development Boundary (129,000 Population) of the City of Visalia. The City of Visalia designates the area for urban development. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. The City adopted urban development boundaries as mitigation measures for conversion to urban development.

The project analysis contained in the Master Plan demonstrates compliance with applicable city policies and regulations. Chapter 17.24 of the Visalia Zoning Ordinance provides the purpose and intent of the zone along with development standards, and requires that all development within the zone be part of an approved master plan. A Master Plan document has been prepared for the proposed project in order to fulfill this requirement. The proposed project is consistent with all other elements of the General Plan.

The project consists of a 25-acre mixed-use development with office and limited highway commercial businesses and residential units in compliance with Policy 3.6.3 of the Land Use Element of the Visalia General Plan.

- 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. There will be noise generated by traffic along designated arterial and collector streets. 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.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue,

and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

- b. The project will not result in ground-borne vibration or ground-borne noise levels. There are no existing uses near the project area that create ground-borne vibration or ground-borne noise levels.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

- c. Ambient noise levels may 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 reduce noise levels to a level that is less than significant.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

- 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.

Traffic and related noise impacts from the proposed project will occur along Neeley Street, Crowley Avenue, and Plaza Drive. The nearest residential units are at Neeley and Camp Drive. Less than significant traffic is expected to impact Neeley south of Crowley, but none of the streets impacted by increased traffic contain noise sensitive land uses as defined by the Noise Element of the General Plan, and there will therefore not be any significant noise or ground borne vibration impacts from the project.

- e. The project area is within 2 miles of a public airport. The study for the Draft Visalia Municipal Airport Master Plan has developed noise contours for areas surrounding the

airport, which represent standard noise levels as defined by the City Noise Element. The California State Aeronautics Law establishes a CNEL of 65 dB as the maximum acceptable noise exposure for residential or other noise sensitive land uses. The project area is outside of any airport noise contour area. Although this project is located in Zone C, the location of the site is far enough away so that aircraft will be at a substantial altitude while traversing the property. 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. The project will include the development of 23 residential townhomes and 28 rental suites. However, the General Plan and Zone Ordinance support mixed use projects that add a variety of residential inventory to the City's housing supply to meet the City's housing needs. However, this inclusion of these residential units will not directly induce substantial population growth that is in excess of that planned in the General Plan.
- b. Development of the site will not displace any housing on the site. There are two residential properties that are not a part of the development and the project will not require the removal of these two residential properties. The project will include frontage improvements across the properties that are not a part of the project.
- c. Development of the site will not displace any people on the site.

XIV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at the Visalia Station 55 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 not directly generate new students. In order to address indirect impacts, the project will be required to pay non-residential impact fees. These fees are considered to be conclusive mitigation for indirect impacts. Current school facilities can adequately serve the site without a need for alteration.
 - iv. The project does not include any residential units that will create a need for additional park facilities. Current park and recreation facilities 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. Residential developments will pay impact fees to mitigate impacts.

- b. The proposed project does include passive recreational facilities within the project area but will not have an adverse physical effect on the environment. The project includes pedestrian trails interlinking the project site.

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 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 cause a substantial increase in traffic on the city's existing circulation pattern. This site was evaluated in the EIR for the City of Visalia Land Use Element Update for urban use.

A revised final Traffic Impact Study was conducted for the project, dated September 29, 2014, which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and year 2026 (ten years after buildout) base 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 operates at acceptable LOS conditions or better through 2026.

The City has determined that the development and operation of the proposed project in itself does not warrant immediate improvements to the intersection of Plaza Drive and Crowley Avenue. The City has recently completed the Plaza Drive Capital Improvement Project, which widened Plaza Drive to a six lane, with median, arterial roadway as well substantial improvements to the Plaza Drive and SR 198 interchange. These improvements are consistent with the improvements identified in the City of Visalia Circulation Element.

Ultimately, the project will cause average annual daily traffic levels to increase in the vicinity, though not beyond levels identified in the Circulation Element Update, or in excess of that which can be handled by existing or planned circulation facilities. Therefore, the increase in traffic spurred by the project will be less than significant.

- 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 be required to meet the City's parking

requirements for development as required in the City's Zoning Ordinance. A parking analysis provided with the project indicated that the amount of parking provided will meet City standards.

XVII. UTILITIES AND SERVICE SYSTEMS

- a. The site is projected for urban development by the City General Plan. The project is not proposed to exceed what has already been planned for in this area.
- b. The project site is a developed site which will be connected to existing City sanitary sewer lines. Usage of the existing lines is consistent with the City Sewer Master Plan. Visalia's wastewater treatment plant has more than sufficient capacity to accommodate impacts associated with the proposed project. These improvements will not cause significant environmental impacts.
- 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.

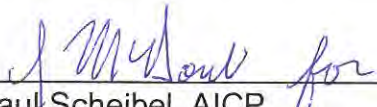
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- 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

October 20, 2014
Date

THE SQUARE @PLAZA DR. PHASING PLAN

BEING PARCEL 2 OF PARCEL MAP 0607, RECORDED IN VOL. 75 OF MAPS, AT PAGE 35,
10A, 11A, 12A, 13A, 14A, 15A, 16A, 17A, 18A, 19A, 20A, 21A, 22A, 23A, 24A, 25A,
IN THE CITY OF VISALIA, COUNTY OF VISALIA, STATE OF CALIFORNIA

PREPARED FOR: 4CREKS, INC.
1726 W. MAIN, SUITE A
VISALIA, CALIFORNIA

SITE DATA:

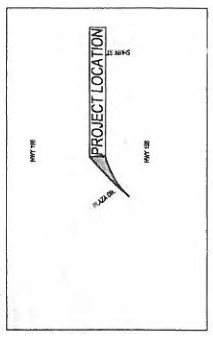
APN'S: 081-170-011, 081-170-021, 081-170-031,
081-170-051, 081-170-101, 081-170-14

CURRENT ZONING: BRP
PROPOSED ZONING: BRP
PROJECT: VACANT
EXISTING USE: OFFICE
PROPOSED USE: OFFICE
WATER SERVICE: CALIFORNIA WATER SERVICE COMPANY
GAS SERVICE: SOUTHERN CALIFORNIA GAS COMPANY
ELEC. SERVICE: SOUTHERN CALIFORNIA GAS COMPANY
REFUSE SERVICE: CITY OF VISALIA
TELEPHONE: CITY OF VISALIA
FLOOD ZONE: SBC
AE AND X

PHASING

- PHASE 1: PARCELS 1, 2, 3, 4
- PHASE 2: PARCELS 5, 6, 7, 11
- PHASE 3: PARCELS 8, 9
- PHASE 4: PARCEL 10

VICINITY MAP



PREPARED BY:

4CREKS

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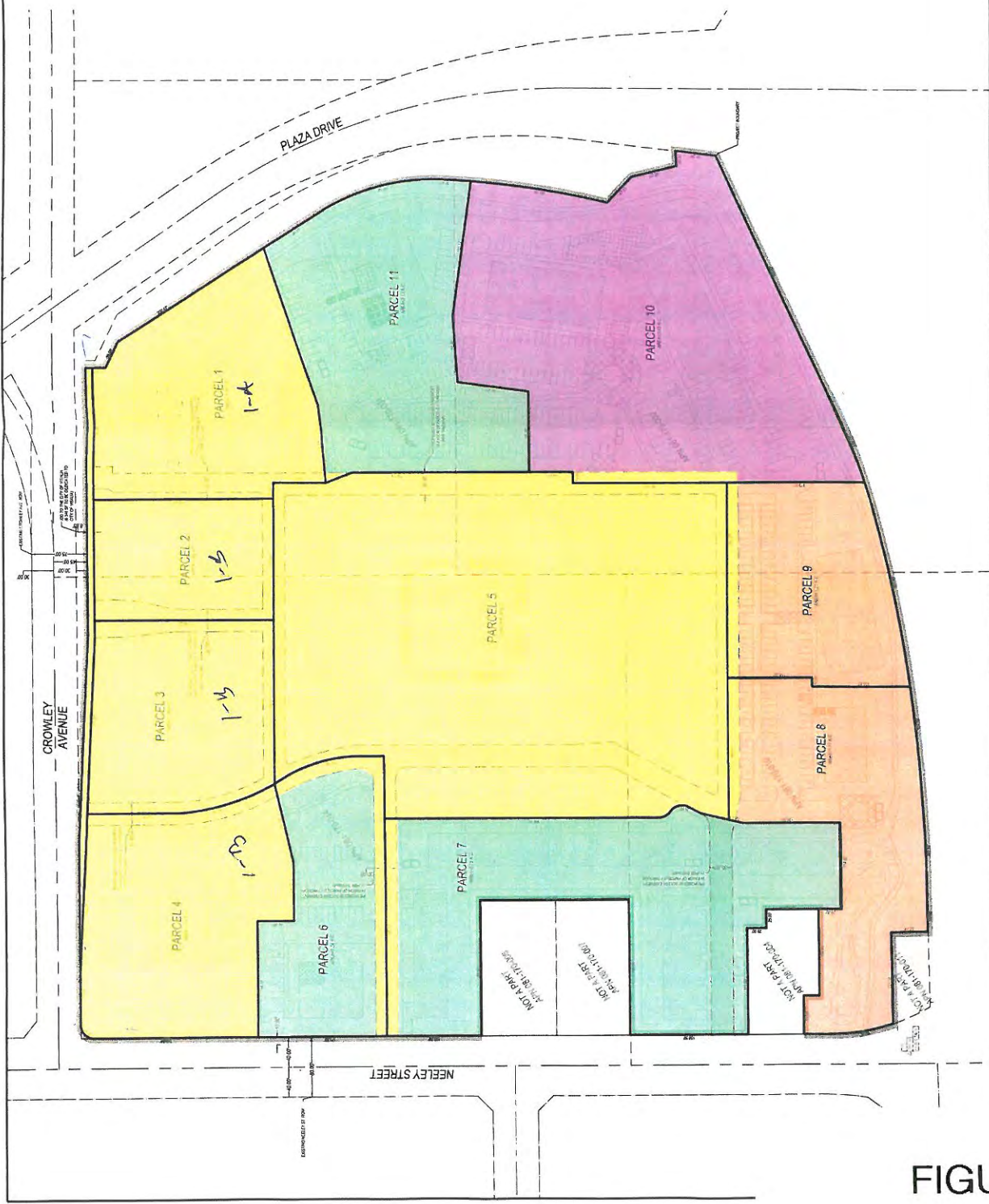


FIGURE A



Traffic Impact Study

The Square @ Plaza Drive

Master Development Plan

May 14, 2014

Revised September 29, 2014



4CREEKS

Owner

Linda Roye (Roye Family)
224 S. Neeley Street
Visalia, CA 93291

Traffic Impact Study Preparation Date:

9/29/2014

Prepared By:

4CREEKS, INC.
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VISALIA, CA 93291
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APPENDIX A ANALYSIS METHODOLOGY

APPENDIX B EXISTING CONDITIONS LOS CALCULATIONS

APPENDIX C TRAFFIC SIGNAL WARRANT ANALYSIS

APPENDIX D 2016 NO PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX E 2016 PLUS PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX F MITIGATED 2016 PLUS PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX G 2021 PLUS PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX H 2026 PLUS PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX I 2036 NO PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX J 2036 PLUS PROJECT CONDITIONS LOS CALCULATIONS

APPENDIX K MITIGATED 2036 PLUS PROJECT CONDITIONS LOS CALCULATIONS

ACRONYMS AND ABBREVIATIONS

Caltrans	California Department of Transportation
CIP	Capital Improvement Program
EB	eastbound
HCM2010	Highway Capacity Manual 2010
LOS	level of service
NB	northbound
MUTCD	California Manual on Uniform Traffic Control Devices for Streets and Highways
SB	southbound
sf	square feet
SR	State Route
TCAG	Tulare County Association of Governments
TIF	Transportation Impact Fee
TIS	Traffic Impact Study
WB	westbound
vph	vehicles per hour

SECTION 1: EXECUTIVE SUMMARY

1.1 ANALYSIS METHODOLOGY

This Traffic Impact Study (TIS) provides an analysis of the surrounding roadway system and the effects of the proposed Plaza Square Mixed-Use Development (Project) on the existing and planned infrastructure. The Project is a 25-acre mixed-use development bounded by SR 198 (south), Plaza Drive (east), Crowley Avenue (north), and Neeley Street (west), in Visalia, CA. Figure 1 shows the Project area. This TIS has been prepared in consultation with City of Visalia and Caltrans staff. All of the analysis methodologies and assumptions are discussed further in Appendix A.

1.1.1 ANALYSIS LOCATIONS

The following existing study intersections have been identified by the City of Visalia for analysis:

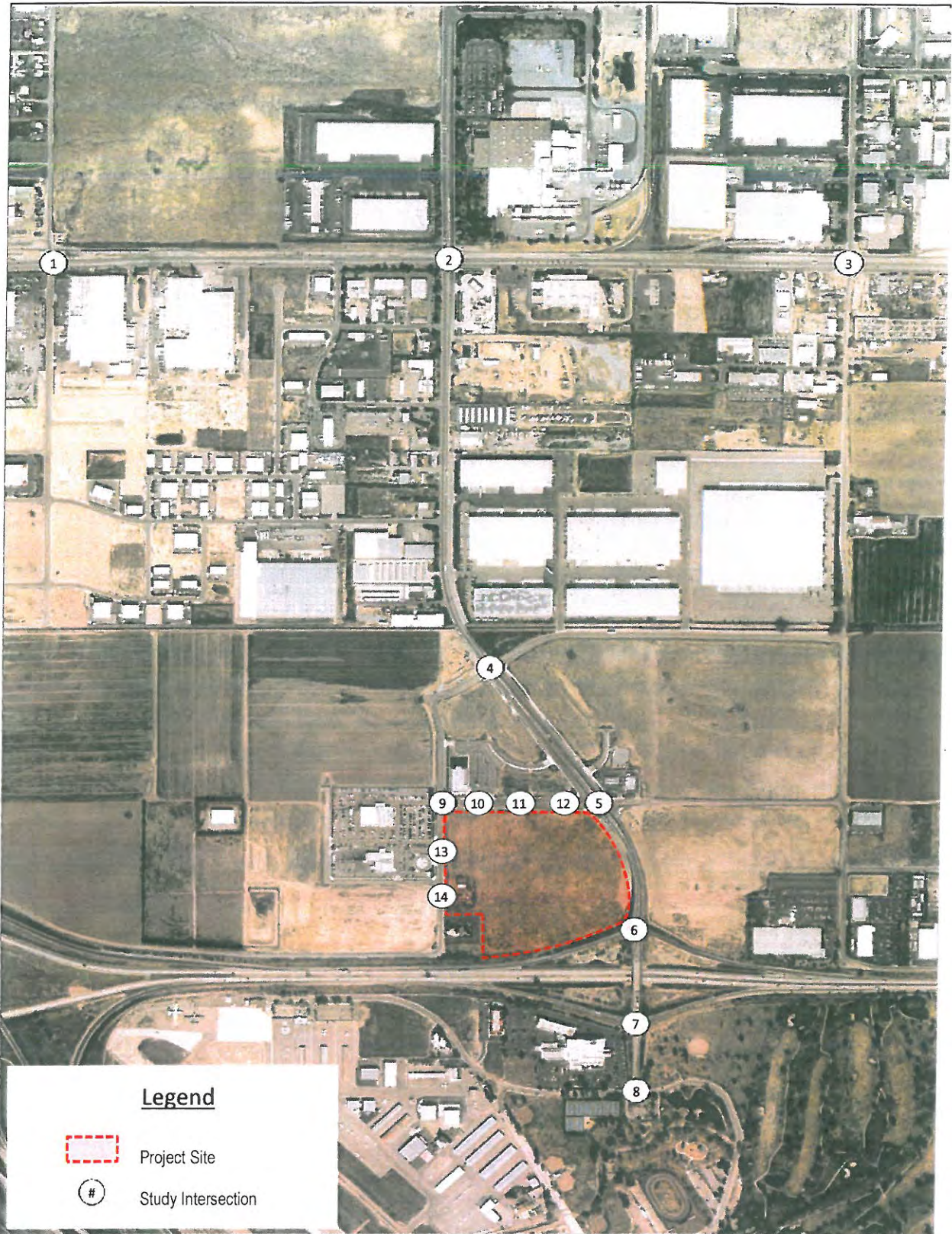
1. Goshen Avenue at American Street
2. Goshen Avenue at Plaza Drive
3. Goshen Avenue at Kelsey Street
4. Hurley Avenue at Plaza Drive
5. Crowley Avenue at Plaza Drive
6. SR 198 WB Ramps at Plaza Drive
7. SR 198 EB Ramps at Plaza Drive
8. Airport Drive at Plaza Drive
9. Crowley Avenue at Neeley Street
10. Crowley Avenue at Driveway #3
11. Crowley Avenue at Driveway #2
12. Crowley Avenue at Driveway #1
13. Driveway #4 at Neeley Street
14. Driveway #5 at Neeley Street

A significant improvement project has recently been completed at the Plaza Drive at SR 198 interchange, and along Plaza Drive, north to Goshen Avenue. Other than the Plaza Drive at SR 198 interchange area, no significant improvements to the study intersections and roadway system are assumed in this analysis. When a roadway or intersection is identified as operating below the City's or Caltrans' LOS standard, improvements are recommended based on the Circulation Element, Capital Improvement Plan (CIP), and Transportation Impact Fee (TIF) Program.



1.1.2 ANALYSIS TIME PERIODS AND SCENARIOS

The following study time periods are analyzed and chosen for inclusion in this analysis:

- AM Peak Hour (between 7-9 AM)
- PM Peak Hour (between 4-6 PM)



Legend

-  Project Site
-  Study Intersection



**Plaza Square Development
Vicinity Map**

Figure 1

The following analysis scenarios are analyzed based on City of Visalia guidelines and in consultation with Caltrans staff:

- Existing
- Opening Day No Project (2016)
- Opening Day Plus Project (2016)
- 5-Year Plus Project (2021)
- 10-Year Plus Project (2026)
- 20-Year No Project (2036)
- 20-Year Plus Project (2036)

According to the City of Visalia's TIS Guidelines, the Project's trip generation requires a Category 3 TIS, which includes analysis of Opening Day and 5 & 10 years in the future. Caltrans has further identified the need for a 20-year analysis scenario and "No Project" scenarios on the Opening Day and 20-year scenarios.

1.1.3 THRESHOLDS OF SIGNIFICANCE

The City of Visalia has adopted a level of service standard of "D" in the Circulation Element.

"Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained."¹

All intersections involving SR 198 (ramp end intersections) will be evaluated against the Caltrans thresholds of significance due to their inclusion on a state roadway. All other intersections will be evaluated against the City of Visalia threshold.

1.2 ANALYSIS SUMMARY

Table 1 shows the levels of service (LOS) for the study intersections for the various scenarios. Intersections with movements currently or projected to operate below the City of Visalia or Caltrans adopted level of service standards are shown shaded in Table 1. The LOS and delay are shaded if either the AM or PM peak hour, or both, fall below the appropriate adopted LOS standard. The two-way stop controlled (TWSC) intersection levels of service are representative of the intersection's approach with the worst LOS and delay. The signalized and all-way stop controlled (AWSC) intersection levels of service are representative of the whole intersection. Individual intersection movements or approaches at signalized and AWSC intersections may operate above or below the intersection level of service or delay shown in this report.

¹ *Guide for the Preparation of Traffic Impact Studies*, Caltrans, December 2002, page 1.

TABLE 1: LEVEL OF SERVICE SUMMARY

Intersection	Existing		2016 No Project		2016 Plus Project		2021 Plus Project	
	LOS (A/M/PM)	Delay ¹ (A/M/PM)	LOS (A/M/PM)	Delay ¹ (A/M/PM)	LOS (A/M/PM)	Delay ¹ (A/M/PM)	LOS (A/M/PM)	Delay ¹ (A/M/PM)
Goshen Avenue at American Street	B/B	12.5/13.8	B/C	13.5/15.2	B/C	13.9/15.9	C/C	18.4/21.5
Goshen Avenue at Plaza Drive	C/C	21.6/21.5	C/C	22.0/22.4	C/C	24.6/25.0	C/C	27.9/27.6
Goshen Avenue at Kelsey Street	B/B	16.8/15.1	B/B	16.9/15.2	B/B	16.9/17.7	B/B	17.2/18.4
Hurley Avenue at Plaza Drive	A/A	7.6/9.7	A/B	8.9/11.3	B/B	18.9/19.8	C/B	21.7/14.2
Crowley Avenue at Plaza Drive	A/B	5.2/14.7	A/B	7.0/16.7	C/E	20.4/66.5	C/F	24.7/87.8
SR 198 WB Ramps at Plaza Drive	B/B	16.1/14.9	B/B	17.4/12.2	B/B	13.6/14.4	B/B	13.1/15.7
SR 198 EB Ramps at Plaza Drive	B/B	19.5/17.7	B/B	19.9/16.3	C/C	24.3/22.6	C/C	28.5/25.8
Airport Drive at Plaza Drive	A/A	7.9/8.1	A/A	8.1/9.4	A/A	8.2/9.7	A/A	9.0/11.2
Crowley Avenue at Neeley Street	A/A	9.3/9.5	A/A	9.4/9.7	B/B	10.3/11.1	B/B	10.6/11.6
Crowley Avenue at Driveway #3	n/a	n/a	n/a	n/a	A/B	9.7/10.6	B/B	9.9/11.0
Crowley Avenue at Driveway #2	n/a	n/a	n/a	n/a	B/B	10.2/13.1	B/B	10.5/14.0
Crowley Avenue at Driveway #1	n/a	n/a	n/a	n/a	A/B	9.6/11.7	A/B	9.9/12.5
Driveway #4 at Neeley Street	n/a	n/a	n/a	n/a	A/A	8.5/8.8	A/A	8.5/8.8
Driveway #5 at Neeley Street	n/a	n/a	n/a	n/a	A/A	8.4/8.6	A/A	8.5/8.7
2026 Plus Project								
Intersection	LOS (A/M/PM)	Delay ¹ (A/M/PM)	LOS (A/M/PM)	Delay ¹ (A/M/PM)	LOS (A/M/PM)	Delay ¹ (A/M/PM)	LOS (A/M/PM)	Delay ¹ (A/M/PM)
Goshen Avenue at American Street	D/E	28.6/85.8	F/F	180.5/267.0	F/F	201.1/322.5	F/F	201.1/322.5
Goshen Avenue at Plaza Drive	C/C	31.0/32.5	D/D	43.5/41.3	D/D	47.2/47.9	D/D	47.2/47.9
Goshen Avenue at Kelsey Street	B/B	17.6/19.1	B/C	18.8/22.4	B/C	18.9/23.3	B/C	18.9/23.3
Hurley Avenue at Plaza Drive	C/B	24.3/16.2	E/C	57.8/26.8	E/D	62.8/42.5	E/D	62.8/42.5
Crowley Avenue at Plaza Drive	C/F	32.6/106.4	D/E	49.3/74.0	E/F	60.0/161.6	E/F	60.0/161.6
SR 198 WB Ramps at Plaza Drive	C/B	20.2/16.5	C/D	30.8/53.4	D/F	45.0/83.1	D/F	45.0/83.1
SR 198 EB Ramps at Plaza Drive	C/C	30.8/31.5	D/D	36.5/36.8	D/D	44.2/48.4	D/D	44.2/48.4
Airport Drive at Plaza Drive	B/B	10.3/13.9	C/D	17.7/33.3	C/D	19.5/34.9	C/D	19.5/34.9
Crowley Avenue at Neeley Street	B/B	10.8/12.2	B/B	10.2/11.4	B/B	11.4/13.5	B/B	11.4/13.5
Crowley Avenue at Driveway #3	B/B	10.0/11.4	n/a	n/a	B/B	10.4/12.2	B/B	10.4/12.2
Crowley Avenue at Driveway #2	B/C	10.9/15.0	n/a	n/a	B/C	11.4/17.8	B/C	11.4/17.8
Crowley Avenue at Driveway #1	B/B	10.2/13.3	n/a	n/a	B/C	10.8/15.2	B/C	10.8/15.2
Driveway #4 at Neeley Street	A/A	8.6/8.9	n/a	n/a	A/A	8.7/9.1	A/A	8.7/9.1
Driveway #5 at Neeley Street	A/A	8.5/8.7	n/a	n/a	A/A	8.6/8.9	A/A	8.6/8.9

¹ average seconds of delay per vehicle
n/a = not applicable, does not exist

Table 2 shows the results of the Eight-Hour Traffic Signal Warrant analysis. Signal warrants are not prepared for the Project Driveways since they are either located too close to adjacent intersections/driveways or have volumes too low to meet warrants. Table 2 lists the time period (analysis scenario) in which the traffic signal warrant is first met at the study intersection. Once an intersection meets the warrant, it is projected to continue to meet warrants for all subsequent scenarios due to overall traffic volume growth.

TABLE 2: SIGNAL WARRANT SUMMARY

Intersection	Time Period Warranted
Goshen Avenue at American Street	2021
Airport Drive at Plaza Drive	2026
Crowley Avenue at Neeley Street	n/a

n/a = not applicable, does not meet warrants

1.3 RECOMMENDED IMPROVEMENTS

In order to mitigate the intersections currently operating or are projected to operate below the adopted LOS standard(s) and/or meet the Eight-Hour Traffic Signal Warrant, the following improvements are recommended:

2016 Plus Project

- Crowley Avenue at Plaza Drive
 - Activate second NB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second WB through lane on Crowley Avenue, west of Plaza Drive
 - There is approximately 24 feet between the centerline and edge of pavement to install the second through lane

2026 Plus Project

- Goshen Avenue at American Street
 - Signalize the intersection
- Crowley Avenue at Plaza Drive
 - Activate second SB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second EB through lane on Crowley Avenue, east of Plaza Drive
 - Needed to receive both SB left-turn lanes
 - Install second WB left-turn lane
 - May require widening of the existing approach
 - Install overlap phase for EB right-turn lane

2036 Plus Project

- Hurley Avenue at Plaza Drive
 - No improvements are necessary
 - Improvements to the Crowley Avenue intersection, along with synchronization between the two intersections will improve the LOS to acceptable levels
- Crowley Avenue at Plaza Drive
 - No additional improvements beyond those identified in previous scenarios
- SR 198 WB Ramps at Plaza Drive
 - No improvements are recommended
 - Caltrans has identified that the 2036 analysis scenarios utilize an 80 second cycle length and remove coordination with the remaining signals on Plaza Drive
 - As traffic continues to increase at the Plaza Drive and SR 198 interchange, Caltrans, in coordination with the City of Visalia, will need to monitor signal timing and coordination.
- SR 198 EB Ramps at Plaza Drive
 - No improvements are recommended
 - Caltrans has identified that the 2036 analysis scenarios utilize an 80 second cycle length and remove coordination with the remaining signals on Plaza Drive
 - As traffic continues to increase at the Plaza Drive and SR 198 interchange, Caltrans, in coordination with the City of Visalia, will need to monitor signal timing and coordination.

The above improvements are listed by scenario based on the timeframe for their need. In order to measure their effectiveness, the 2036 Plus Project scenario is evaluated with all of the improvements to ensure that they cover the analysis time frames. If the improvements meet the traffic needs of the 2036 Plus Project scenario, then they will also meet the needs of the time period during which they are required. Table 3 shows the LOS for the study intersections as a result of the proposed improvements.

TABLE 3: MITIGATED LEVEL OF SERVICE SUMMARY

Intersection	Mitigated 2016 Plus Project		Mitigated 2026 Plus Project	
	LOS (AM/PM)	Delay ¹ (AM/PM)	LOS (AM/PM)	Delay ¹ (AM/PM)
Goshen Avenue at American Street	n/a	n/a	B/B	18.4/17.4
Hurley Avenue at Plaza Drive	n/a	n/a	D/C	46.2/30.7
Crowley Avenue at Plaza Drive	B/D	19.7/54.1	D/D	39.6/51.9

¹ average seconds of delay per vehicle
 n/a = not applicable, does not exist

1.4 PROJECT REQUIREMENTS

The Project will be responsible for paying the City of Visalia's Transportation Impact Fee (TIF) to contribute to citywide transportation improvements. The TIF payment will cover the Project's proportionate share for all identified impacts and required improvements. The Project will be required to construct public road frontage, project driveways, and on-site roadways. On Opening Day of the Project, the second NB left-turn lane on Plaza Drive at Crowley Avenue will need to be operational. This improvement may or may not already be included in the Project that installed the traffic signal several years ago.

SECTION 2: PROJECT INFORMATION

2.1 PROJECT SUMMARY

The proposed Project is a 25-acre mixed-use development with the following uses:

- 8,700 sf Bank
- 74,900 sf General Office
- 120 room Hotel
- 16 pump Gasoline Station with Convenience Store and Carwash
- 11,250 sf High Turnover Sit Down Restaurant
- 53 Residential Condominiums
- 38,200 sf Retail/Shopping Center

The Project Site Plan is shown in Figure 2.

2.1.1 PROJECT LOCATION

The Project Site is bounded by SR 198 (south), Plaza Drive (east), Crowley Avenue (north), and Neeley Street (west). Vehicular access to the Project is available from Crowley Avenue and Neeley Street.

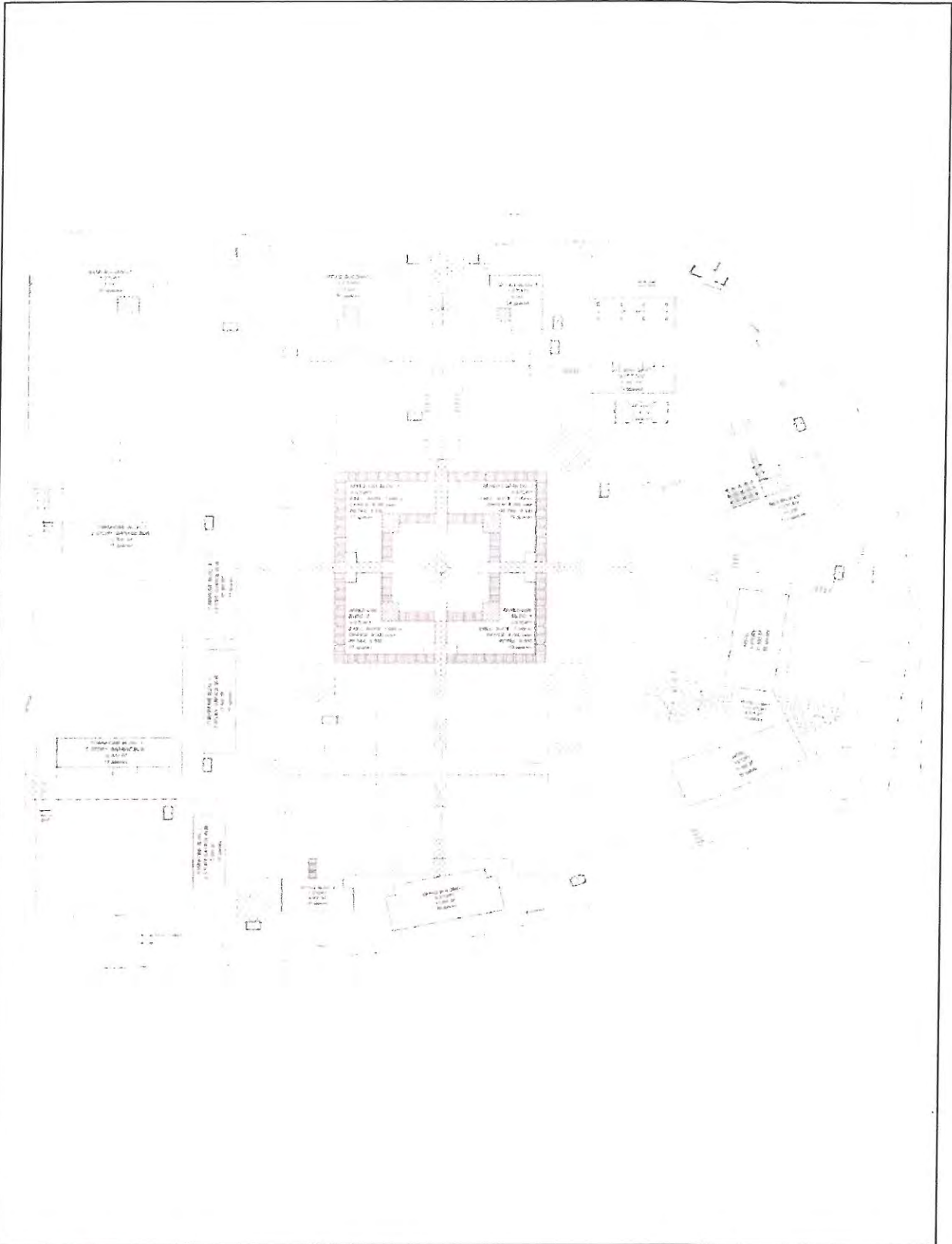
2.1.2 PROJECT TRIP GENERATION

Vehicle trips generated by the Project are calculated using the industry-standard Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Vehicle trips are calculated using ITE average rates (equations used for the Shopping Center) and Project-related independent variables (pumps, square footage, rooms, etc.). Table 4 shows the ITE land uses and variables used to calculate the Project's trip generation.

TABLE 4: UNADJUSTED PROJECT TRIP GENERATION

Project Land Use	ITE Land Use	Size	Unit
Drive-In Bank	912	8,700	sf
General Office	710	74,900	sf
Hotel	310	120	rooms
Service Station w/ Convenience Market & Carwash	946	16	pumps
High Turnover/Sit Down Restaurant	932	11,250	sf
Residential Condos/Townhouse	230	53	units
Shopping Center	820	38,200	sf

Table 5 shows the unadjusted daily, AM, and PM peak hour trip generation estimates for the Project uses.



Plaza Square Development
Project Site Plan

Figure 2

TABLE 5: UNADJUSTED PROJECT TRIP GENERATION

Project Land Use	Daily ¹	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Drive-In Bank	1,289	60	45	105	106	106	212
General Office	826	103	14	117	19	93	112
Hotel	980	38	26	64	37	35	72
Service Station w/ Convenience Market & Carwash	2,445	97	93	190	113	109	222
High Turnover/Sit Down Restaurant	1,430	67	55	122	66	44	110
Residential Condos/Townhouse	308	4	19	23	18	9	27
Shopping Center	1,631	23	14	37	68	74	142
Total Project Trips	8,909	392	266	658	427	470	897

¹ Total Number of one-directional trips

2.1.3 PROJECT TRIP CAPTURE

Captured trips involve vehicles that enter the Project site and utilize more than one of the proposed uses. These trips are effectively captured within the Project site and do not create multiple trips on the adjacent roadways. Typically, the captured trips for the Project would be calculated using the ITE rates and methodology. ITE retail to retail capture rates are 20% (PM peak hour) or greater. However, Caltrans has defined a limit of 5% capture for this analysis. A 5% reduction for each use was applied across the uses. Table 6 shows the calculated trips captured, by use, within the Project.

TABLE 6: PROJECT TRIP CAPTURE

Project Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Drive-In Bank	3	2	5	5	6	11
General Office	5	1	6	1	5	6
Hotel	2	1	3	2	2	4
Service Station w/ Convenience Market & Carwash	5	5	10	6	5	11
High Turnover/Sit Down Restaurant	3	3	6	3	3	6
Residential Condos/Townhouse	0	1	1	1	0	1
Shopping Center	1	1	2	3	4	7
Total Project Trips	19	14	33	21	25	46

2.1.4 PROJECT PASS-BY TRIPS

Once captured trips have been calculated and excluded from the Project trip generation, Pass-By trips may be calculated. Pass-By trips include vehicles that already travel on the adjacent roadways on their primary trip purpose (such as home to work), but choose to access the Project since they are "passing by." Again, Caltrans has determined that the maximum allowable Pass-By rate for this analysis is 15%. Therefore 15% Pass-By is applied to those land uses which are reasonably expected to attract these types of trips. As such, the Hotel and Residential Pass-By rate is assumed to be 0% for the purposes of

this study. The 15% Pass-By rate is applied to the volumes shown in Table 5 minus the volumes shown in Table 6 to calculate the total trip reductions for Pass-By. Pass-By trips are calculated based on the Total AM or PM Peak Hour trips, then distributed 50% entering and 50% exiting. Table 7 shows the calculated Pass-By trips.

TABLE 7: PASS-BY TRIPS

Project Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Unadjusted Project Trips	392	266	658	427	470	897
Captured Trips	19	14	33	21	25	46
Unadjusted – Captured	373	252	625	406	445	851
Pass-By Trips	32	32	64	48	48	96

The Pass-By trips do not occur as a result of the Project, thus do not increase traffic on the surrounding roadway. However, they do utilize the Project driveways, thus creating turning movements where there would previously only be through movements. Typically only Project driveways are affected by pass-by trips and adjacent intersections do not see any measurable change in traffic patterns. Pass-By trips are assumed to originate only on Plaza Drive.

2.1.5 NEW PROJECT TRIPS

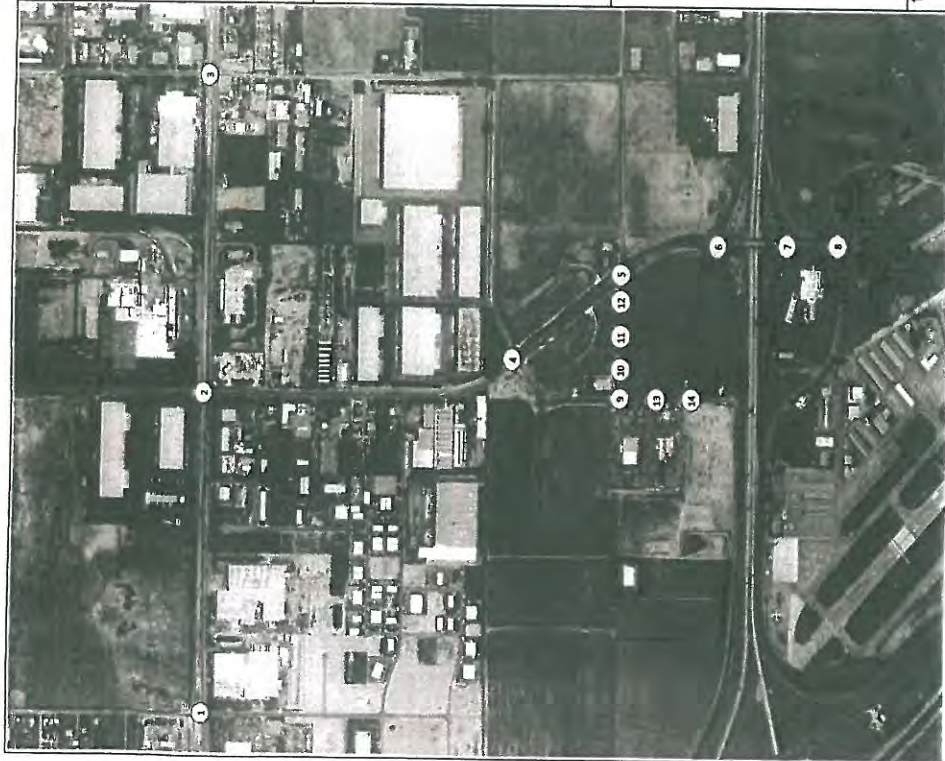
The total number of New Project Trips is then calculated by subtracting the number of Captured Trips (Table 6) and Pass-By Trips (Table 7) from the Unadjusted ITE Trip Generation Calculation (Table 5). Table 8 shows the New Project trips that are added to the surrounding roadways during the Plus Project scenarios in this TIS.

TABLE 8: NEW PROJECT TRIPS

Project Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Unadjusted Project Trips	392	266	658	427	470	897
Captured Trips	19	14	33	21	25	46
Pass-By Trips	32	32	64	48	48	96
New Project Trips	341	220	561	358	397	755

2.1.6 PROJECT TRIP DISTRIBUTION

The Project trips shown in Table 8 are distributed on the nearby roadway network based on existing traffic patterns and the location of residential development, attractions, and competing uses. Pass-By trips are distributed to the driveways based on the existing traffic patterns on Plaza Drive. Figure 3 shows the Project trip assignment (New plus Pass-By Trips) to the study intersections.



<p>1 Goshen Avenue at American Street</p>	<p>5 Crowley Avenue at Plaza Drive</p>	<p>9 Crowley Avenue at Neesley Street</p>	<p>13 Driveway #4 at Neesley Street</p>
<p>2 Goshen Avenue at Plaza Drive</p>	<p>6 SR 198 WB Ramps at Plaza Drive</p>	<p>10 Crowley Avenue at Driveway #3</p>	<p>14 Driveway #5 at Neesley Street</p>
<p>3 Goshen Avenue at Kelsey Street</p>	<p>7 SR 198 EB Ramps at Plaza Drive</p>	<p>11 Crowley Avenue at Driveway #2</p>	<p>12 Crowley Avenue at Driveway #1</p>
<p>4 Hurley Avenue at Plaza Drive</p>	<p>8 Airport Drive at Plaza Drive</p>	<p>12 Crowley Avenue at Driveway #1</p>	<p>12 Crowley Avenue at Driveway #1</p>

Legend

- Project Site
- Study Intersection
- AM (PM) Peak Hour Volumes
- Stop Sign
- Traffic Signal
- Lane Configuration



Plaza Square Development
Project Trips

Figure 3

2.1.7 PROJECT ACCESS

The Project will have multiple access points, located on Crowley Avenue (3) and Neeley Street (2). At Opening Day, the Project has proposed the following access for the Project Driveways:

- Driveway #1 (eastern-most driveway on Crowley) – stop controlled at driveway; right-turn entering and exiting movements only
- Driveways #2-#5 (all other driveways on Crowley and Neeley) – stop controlled at driveway; full movement access to/from the site

Driveways #2 and #3, located on the south side of Crowley Avenue, are aligned with existing driveways located on the north side of Crowley Avenue.

SECTION 3: EXISTING CONDITIONS

3.1 TRAFFIC VOLUMES

Traffic counts were conducted at all existing study intersections on weekdays during the weeks of March 10 and 17, 2014. The Existing peak hour traffic volumes are shown on Figure 4.

3.2 OPERATIONAL ANALYSIS

The study intersection lane configurations and intersection controls are shown on Figure 4. Using the Existing traffic volumes and the roadway geometry from Figure 4, the Existing conditions LOS are calculated. Table 9 shows the resulting Existing conditions LOS. The LOS calculations are included in Appendix B.

TABLE 9: EXISTING CONDITIONS LEVEL OF SERVICE SUMMARY

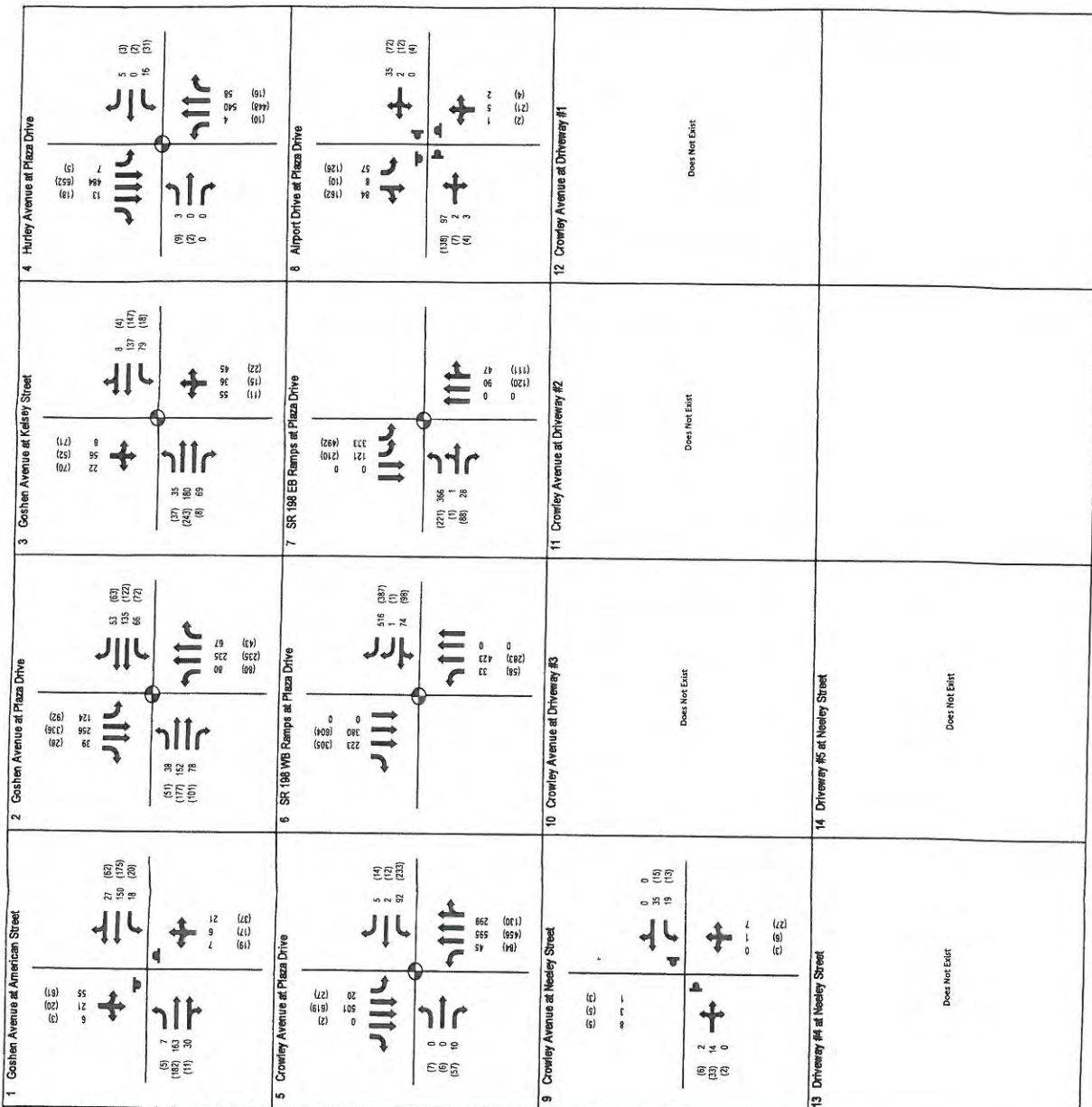
Intersection	LOS (AM/PM)	Delay ¹ (AM/PM)
Goshen Avenue at American Street	B/B	12.5/13.8
Goshen Avenue at Plaza Drive	C/C	21.6/21.5
Goshen Avenue at Kelsey Street	B/B	16.8/15.1
Hurley Avenue at Plaza Drive	A/A	7.6/9.7
Crowley Avenue at Plaza Drive	A/B	5.2/14.7
SR 198 WB Ramps at Plaza Drive	B/B	16.1/14.9
SR 198 EB Ramps at Plaza Drive	B/B	19.5/17.7
Airport Drive at Plaza Drive	A/A	7.9/9.1
Crowley Avenue at Neeley Street	A/A	9.3/9.5
Crowley Avenue at Driveway #3	n/a	n/a
Crowley Avenue at Driveway #2	n/a	n/a
Crowley Avenue at Driveway #1	n/a	n/a
Driveway #4 at Neeley Street	n/a	n/a
Driveway #5 at Neeley Street	n/a	n/a

¹ average seconds of delay per vehicle

As shown in Table 9, all of the study intersections currently operate at or above the appropriate (City of Visalia or Caltrans) adopted LOS standard.

3.3 TRAFFIC SIGNAL WARRANTS

Eight-hour traffic signal warrants are prepared for the unsignalized study intersections. Based on the warrant analysis, a traffic signal is not warranted at any of the unsignalized study intersections. The signal warrant analysis is included in Appendix C.



Plaza Square Development Existing Conditions

Figure 4

Legend

- Project Site
- Study Intersection
- xx (xx) AM (PM) Peak Hour Volumes
- Stop Sign
- Traffic Signal
- Lane Configuration



3.4 PEDESTRIAN AND BICYCLE NETWORK

Along Plaza Drive, there are pedestrian and cyclist amenities, including sidewalks, crosswalks, bike lanes, etc. Goshen Avenue has a shared use trail located on the north side of the roadway in place of consistent sidewalk and bike lanes. The Project will construct pedestrian facilities along its frontage and bicycle facilities on-site as required.

3.5 TRANSIT NETWORK

Visalia Transit operates fixed route 15, with stops at San Joaquin Valley College every hour.

SECTION 4: 2016 (OPENING DAY) CONDITIONS

4.1 TRAFFIC VOLUMES

The 2016 No Project traffic volumes are developed by calculating the 2016 background traffic volumes using the TCAG traffic models (see Appendix A). The 2016 Plus Project traffic volumes are developed by adding the Project trips from Figures 3 to the 2016 No Project traffic volumes. The 2016 No Project and 2016 Plus Project traffic volumes are shown in Figures 5 and 6, respectively.

4.2 OPERATIONAL ANALYSIS

Using the 2016 No Project and 2016 Plus Project traffic volumes and the roadway geometry from Figures 5 and 6, the 2016 No Project and 2016 Plus Project conditions LOS are calculated. Table 10 shows the resulting 2016 No Project and 2016 Plus Project conditions LOS. The LOS calculations are included in Appendices D and E.

TABLE 10: 2016 CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	2016 No Project		2016 Plus Project	
	LOS (AM/PM)	Delay ¹ (AM/PM)	LOS (AM/PM)	Delay ¹ (AM/PM)
Goshen Avenue at American Street	B/C	13.5/15.2	B/C	13.9/15.9
Goshen Avenue at Plaza Drive	C/C	22.0/22.4	C/C	24.6/25.0
Goshen Avenue at Kelsey Street	B/B	16.9/15.2	B/B	16.9/17.7
Hurley Avenue at Plaza Drive	A/B	8.9/11.3	B/B	18.9/19.8
Crowley Avenue at Plaza Drive	A/B	7.0/16.7	C/E	20.4/63.5
SR 198 WB Ramps at Plaza Drive	B/B	17.4/12.2	B/B	13.6/14.4
SR 198 EB Ramps at Plaza Drive	B/B	19.9/16.3	C/C	24.3/22.6
Airport Drive at Plaza Drive	A/A	8.1/9.4	A/A	8.2/9.7
Crowley Avenue at Neeley Street	A/A	9.4/9.7	B/B	10.3/11.1
Crowley Avenue at Driveway #3	n/a	n/a	A/B	9.7/10.6
Crowley Avenue at Driveway #2	n/a	n/a	B/B	10.2/13.1
Crowley Avenue at Driveway #1	n/a	n/a	A/B	9.6/11.7
Driveway #4 at Neeley Street	n/a	n/a	A/A	8.5/8.8
Driveway #5 at Neeley Street	n/a	n/a	A/A	8.4/8.6

¹ average seconds of delay per vehicle

As shown in Table 10, one of the study intersections, shaded, is projected to operate below the City of Visalia's adopted LOS standard. The intersection of Crowley Avenue at Plaza Drive drops from acceptable to unacceptable LOS with the addition of the Project traffic during the Opening Day analysis time period.



- Legend**
- Project Site
 - Study Intersection
 - AM (PM) Peak Hour Volumes
 - Stop Sign
 - Traffic Signal
 - Lane Configuration

<p>1 Goshen Avenue at American Street</p>	<p>2 Goshen Avenue at Plaza Drive</p>	<p>3 Goshen Avenue at Kelsey Street</p>	<p>4 Hurley Avenue at Plaza Drive</p>
<p>5 Crowley Avenue at Plaza Drive</p>	<p>6 SR 198 WB Ramps at Plaza Drive</p>	<p>7 SR 198 EB Ramps at Plaza Drive</p>	<p>8 Airport Drive at Plaza Drive</p>
<p>9 Crowley Avenue at Neeley Street</p>	<p>10 Crowley Avenue at Driveway #3</p>	<p>11 Crowley Avenue at Driveway #2</p>	<p>12 Crowley Avenue at Driveway #1</p>
<p>13 Driveway #4 at Neeley Street</p>	<p>14 Driveway #5 at Neeley Street</p>	<p>Does Not Exist</p>	<p>Does Not Exist</p>

Plaza Square Development
2016 No Project Conditions

Figure 5





<p>1 Cochran Avenue at American Street</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 9, 22, 183, 12</p> <p>Southbound: 31, 25, 192, 213, 27</p> <p>Eastbound: 62, 23, 38</p> <p>Westbound: 69, 62, 22, 65</p>	<p>2 Cochran Avenue at Plaza Drive</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 57, 30, 194, 152, 130, 102</p> <p>Southbound: 33, 143, 189, 177</p> <p>Eastbound: 123, 21, 62</p> <p>Westbound: 69, 62, 22, 65</p>	<p>3 Cochran Avenue at Kelsey Street</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 45, 36, 250, 218, 111, 89</p> <p>Southbound: 10, 6, 154, 206, 97, 40</p> <p>Eastbound: 55, 25, 5</p> <p>Westbound: 62, 62</p>	<p>4 Hurley Avenue at Plaza Drive</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 75, 37, 6, 7</p> <p>Southbound: 5, 3, 6, 27, 48</p> <p>Eastbound: 31, 39, 39</p> <p>Westbound: 62, 62</p>
<p>5 Crowley Avenue at Plaza Drive</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 102, 60, 12, 6, 170</p> <p>Southbound: 10, 20, 30, 32, 86, 250</p> <p>Eastbound: 42, 54, 70</p> <p>Westbound: 67, 67, 85</p>	<p>6 SR 186 WB Ramps at Plaza Drive</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 0, 118, 290, 421</p> <p>Southbound: 800, 863, 1, 74, 98</p> <p>Eastbound: 445, 598</p> <p>Westbound: 62, 62</p>	<p>7 SR 186 EB Ramps at Plaza Drive</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 135, 418, 11, 1, 80, 28</p> <p>Southbound: 36, 52, 52, 62</p> <p>Eastbound: 442, 158, 655</p> <p>Westbound: 62, 62</p>	<p>8 Airport Drive at Plaza Drive</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 148, 10, 1, 1, 3</p> <p>Southbound: 36, 109, 4, 32, 0, 6</p> <p>Eastbound: 58, 58, 52, 62</p> <p>Westbound: 62, 62</p>
<p>9 Crowley Avenue at Nealey Street</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 18, 2, 33, 14, 2, 0</p> <p>Southbound: 30, 49, 35, 15, 91, 80</p> <p>Eastbound: 38, 23, 6</p> <p>Westbound: 62, 62</p>	<p>10 Crowley Avenue at Driveway #3</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 0, 0, 44, 108, 117</p> <p>Southbound: 0, 0, 242, 301, 142, 180</p> <p>Eastbound: 130, 65, 18, 17</p> <p>Westbound: 62, 62</p>	<p>11 Crowley Avenue at Driveway #2</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 0, 0, 221, 99, 171, 10</p> <p>Southbound: 0, 0, 96, 102, 99, 102</p> <p>Eastbound: 0, 0, 11, 11</p> <p>Westbound: 62, 62</p>	<p>12 Crowley Avenue at Driveway #1</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 0, 0, 387, 191, 7, 7</p> <p>Southbound: 0, 0, 394, 470, 0, 0</p> <p>Eastbound: 0, 0, 0, 0, 0, 69</p> <p>Westbound: 62, 62</p>
<p>13 Driveway #4 at Nealey Street</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 0, 0, 2, 2, 7</p> <p>Southbound: 18, 32, 0, 0, 0, 0</p> <p>Eastbound: 62, 62</p> <p>Westbound: 62, 62</p>	<p>14 Driveway #5 at Nealey Street</p> <p>AM (PM) Peak Hour Volumes</p> <p>Northbound: 0, 0, 44, 28, 0</p> <p>Southbound: 18, 32, 0, 0, 0, 0</p> <p>Eastbound: 62, 62</p> <p>Westbound: 62, 62</p>		

Legend

- Project Site
- Study Intersection
- AM (PM) Peak Hour Volumes
- Stop Sign
- Traffic Signal
- Lane Configuration

4.3 TRAFFIC SIGNAL WARRANTS

Eight-hour traffic signal warrants are again prepared for the unsignalized study intersections. Based on the warrant analysis, a traffic signal is not warranted at any of the unsignalized study intersections. The signal warrant analysis is included in Appendix C.

4.4 RECOMMENDED IMPROVEMENTS

In order to mitigate the intersections projected to operate below the adopted LOS standard, the following improvements are recommended:

2016 Plus Project

- Crowley Avenue at Plaza Drive
 - Activate second NB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second WB through lane on Crowley Avenue, west of Plaza Drive
 - Needed to receive both NB left-turn lanes
 - There is approximately 24 feet between the centerline and edge of pavement to install the second through lane

With the recommended improvements, the study intersection is projected to operate at or above the appropriate adopted LOS standard. The LOS calculations are included in Appendix F.

SECTION 5: 2021 (OPENING DAY PLUS 5 YEARS) PLUS PROJECT CONDITIONS

5.1 TRAFFIC VOLUMES

The 2021 Plus Project traffic volumes are developed by adding the Project traffic volumes from Figures 3 to the calculated 2021 background traffic volumes. The 2021 Plus Project traffic volumes are shown in Figure 7.

5.2 OPERATIONAL ANALYSIS

Using the 2021 Plus Project traffic volumes and the roadway geometry from Figure 7, the 2021 Plus Project conditions LOS are calculated. The 2021 Plus Project analysis does not assume any improvements recommended in previous scenarios are in place. Table 11 shows the resulting 2021 Plus Project conditions LOS. The LOS calculations are included in Appendix G.

TABLE 11: 2021 PLUS PROJECT CONDITIONS LEVEL OF SERVICE SUMMARY

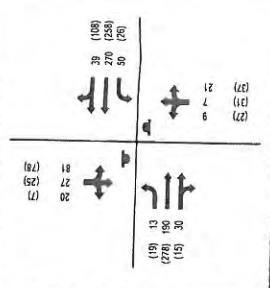
Intersection	LOS (AM/PM)	Delay ¹ (AM/PM)
Goshen Avenue at American Street	C/C	18.4/21.5
Goshen Avenue at Plaza Drive	C/C	27.9/27.6
Goshen Avenue at Kelsey Street	B/B	17.2/18.4
Hurley Avenue at Plaza Drive	C/B	21.7/14.2
Crowley Avenue at Plaza Drive	C/F	24.7/87.8
SR 198 WB Ramps at Plaza Drive	B/B	13.1/15.7
SR 198 EB Ramps at Plaza Drive	C/C	28.5/25.8
Airport Drive at Plaza Drive	A/B	9.0/11.2
Crowley Avenue at Neeley Street	B/B	10.6/11.6
Crowley Avenue at Driveway #3	B/B	9.9/11.0
Crowley Avenue at Driveway #2	B/B	10.5/14.0
Crowley Avenue at Driveway #1	A/B	9.9/12.5
Driveway #4 at Neeley Street	A/A	8.5/8.8
Driveway #5 at Neeley Street	A/A	8.5/8.7

¹ average seconds of delay per vehicle

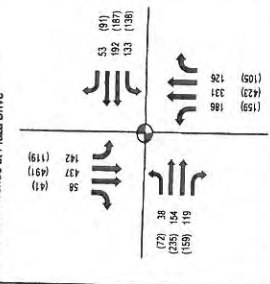
As shown in Table 11, one of the study intersections, shaded, is projected to continue to operate below the appropriate (City of Visalia or Caltrans) adopted LOS standards.



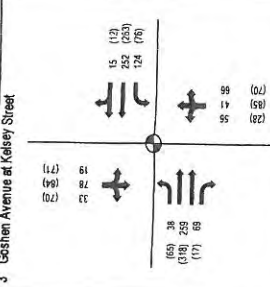
1 Goshan Avenue at American Street



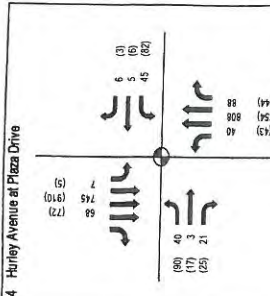
2 Goshan Avenue at Plaza Drive



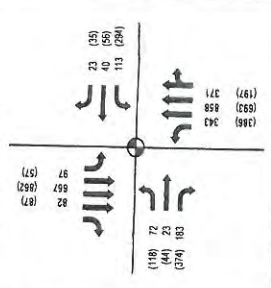
3 Goshan Avenue at Kasey Street



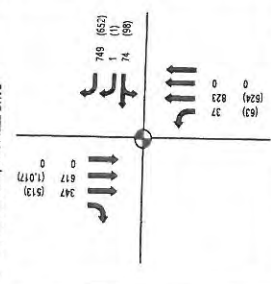
4 Huley Avenue at Plaza Drive



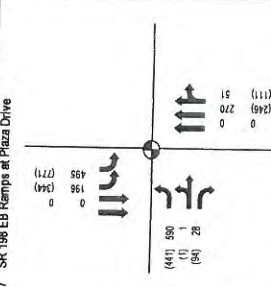
5 Crowley Avenue at Plaza Drive



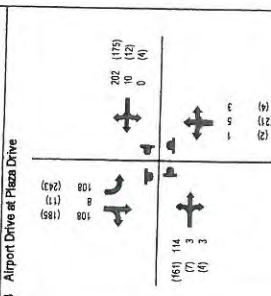
6 SR 198 WB Ramps at Plaza Drive



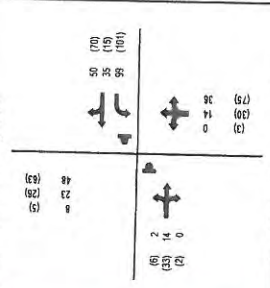
7 SR 198 EB Ramps at Plaza Drive



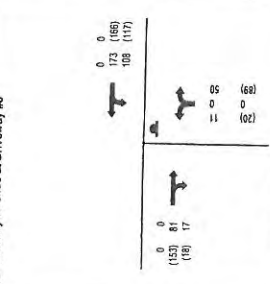
8 Airport Drive at Plaza Drive



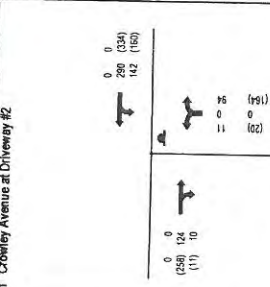
9 Crowley Avenue at Neesley Street



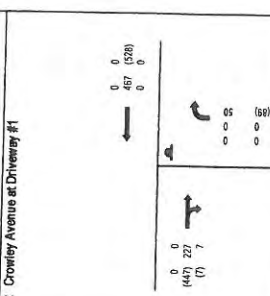
10 Crowley Avenue at Driveway #3



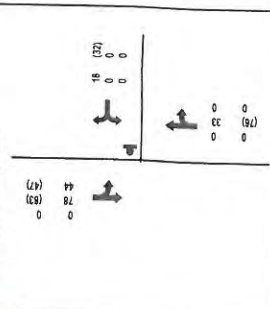
11 Crowley Avenue at Driveway #2



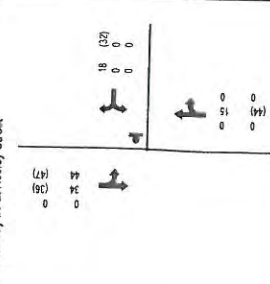
12 Crowley Avenue at Driveway #1



13 Driveway #4 at Neesley Street



14 Driveway #5 at Neesley Street



- Legend**
- Project Site
 - Study Intersection
 - AM (PM) Peak-Hour Volumes
 - Stop Sign
 - Traffic Signal
 - Lane Configuration

Plaza Square Development
2021 Plus Project Conditions

Figure 7

5.3 TRAFFIC SIGNAL WARRANTS

Eight-hour traffic signal warrants are again prepared for the unsignalized study intersections. Based on the warrant analysis, a traffic signal is warranted at the following unsignalized intersection due to the projected 2021 Plus Project traffic conditions:

- Goshen Avenue at American Street

The signal warrant analysis is included in Appendix C.

SECTION 6: 2026 (OPENING DAY PLUS 10 YEARS) PLUS PROJECT CONDITIONS

6.1 TRAFFIC VOLUMES

The 2026 Plus Project traffic volumes are developed by adding the Project traffic volumes from Figures 3 to the calculated 2026 background traffic volumes. The 2026 Plus Project traffic volumes are shown in Figure 8.

6.2 OPERATIONAL ANALYSIS

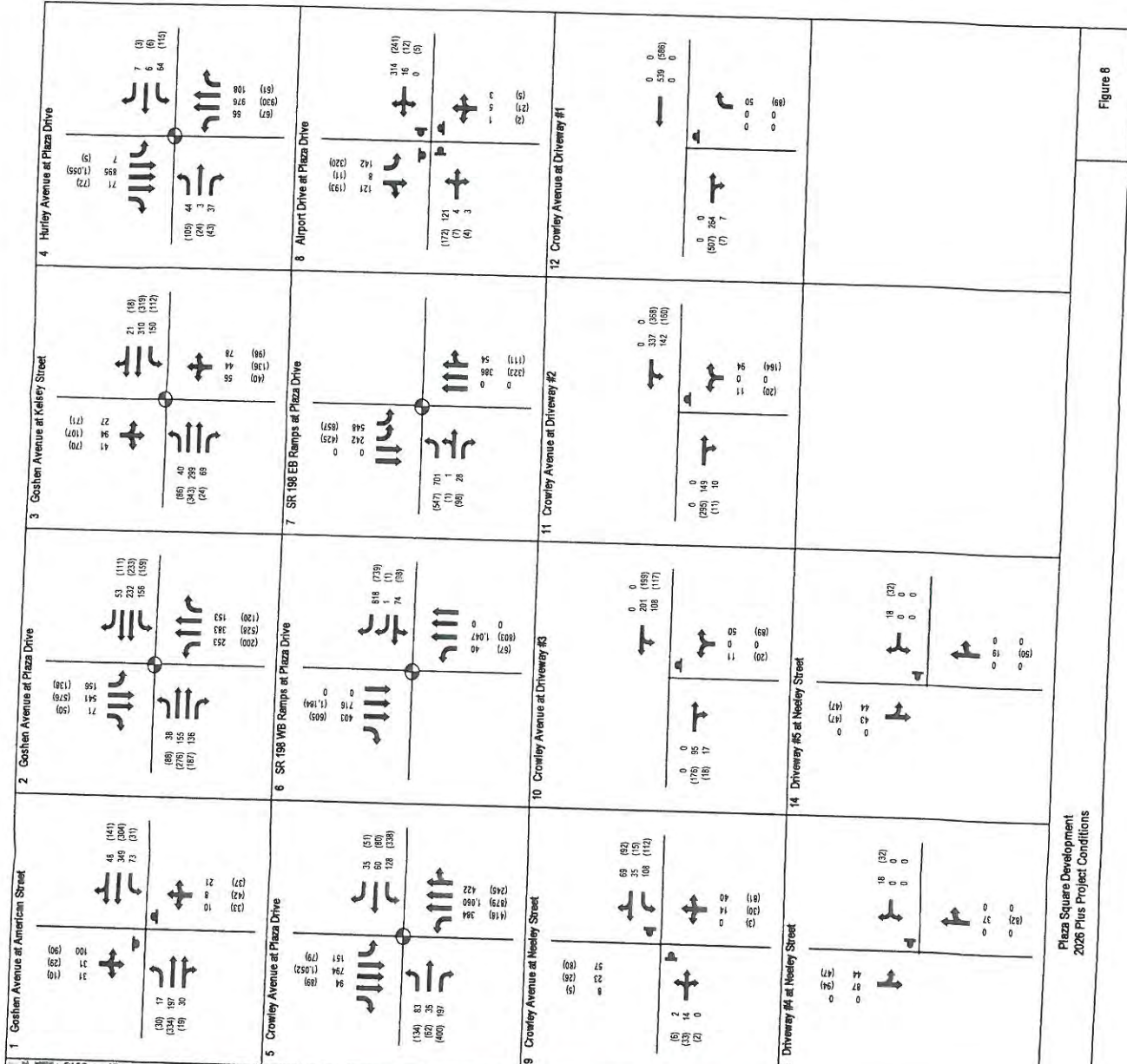
Using the 2026 Plus Project traffic volumes and the roadway geometry from Figure 8, the 2026 Plus Project conditions LOS are calculated. The 2026 Plus Project analysis does not assume any improvements recommended in previous scenarios are in place. Table 12 shows the resulting 2026 Plus Project conditions LOS. The LOS calculations are included in Appendix H.

TABLE 12: 2026 PLUS PROJECT CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	LOS (AM/PM)	Delay ¹ (AM/PM)
Goshen Avenue at American Street	D/E	28.6/35.8
Goshen Avenue at Plaza Drive	C/C	31.0/32.5
Goshen Avenue at Kelsey Street	B/B	17.6/19.1
Hurley Avenue at Plaza Drive	C/B	24.3/16.2
Crowley Avenue at Plaza Drive	C/F	32.6/106.4
SR 198 WB Ramps at Plaza Drive	C/B	20.2/16.5
SR 198 EB Ramps at Plaza Drive	C/C	30.8/31.5
Airport Drive at Plaza Drive	B/B	10.3/13.9
Crowley Avenue at Neeley Street	B/B	10.8/12.2
Crowley Avenue at Driveway #3	B/B	10.0/11.4
Crowley Avenue at Driveway #2	B/C	10.9/15.0
Crowley Avenue at Driveway #1	B/B	10.2/13.3
Driveway #4 at Neeley Street	A/A	8.6/8.9
Driveway #5 at Neeley Street	A/A	8.5/8.7

¹ average seconds of delay per vehicle

As shown in Table 12, two of the study intersections, shaded, are projected to continue to operate below the appropriate (City of Visalia or Caltrans) adopted LOS standard.



Legend

- Project Site
- Study Intersection
- xx (xx) AM (PM) Peak Hour Volumes
- Stop Sign
- Traffic Signal
- Lane Configuration



Plaza Square Development
2026 Plus Project Conditions

6.3 TRAFFIC SIGNAL WARRANTS

Eight-hour traffic signal warrants are again prepared for the unsignalized study intersections. Based on the warrant analysis, a traffic signal is warranted at the following unsignalized intersections due to the projected 2026 Plus Project traffic conditions or continues to be met from a prior scenario:

- Goshen Avenue at American Street
- Airport Drive at Plaza Drive

The signal warrant analysis is included in Appendix C.

6.4 RECOMMENDED IMPROVEMENTS

In order to mitigate the intersections projected to operate below the adopted LOS standard, the following improvements are recommended, in addition to the improvements recommended in the 2016 Plus Project scenario:

2026 Plus Project

- Goshen Avenue at American Street
 - Signalize the intersection
- Crowley Avenue at Plaza Drive
 - Activate second SB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second EB through lane on Crowley Avenue, east of Plaza Drive
 - Needed to receive both SB left-turn lanes
 - Install second WB left-turn lane
 - May require widening of the existing approach
 - Install overlap phase for EB right-turn lane

With the recommended improvements, the study intersections are projected to operate at or above the appropriate adopted LOS standard.

SECTION 7: 2036 (OPENING DAY PLUS 20 YEARS) CONDITIONS

7.1 TRAFFIC VOLUMES

The 2036 No Project traffic volumes are developed by calculating the 2036 background traffic volumes using the TCAG traffic models (see Appendix A). The 2036 Plus Project traffic volumes are developed by adding the Project trips from Figures 3 to the 2036 No Project traffic volumes. The 2036 No Project and 2036 Plus Project traffic volumes are shown in Figures 9 and 10, respectively.

7.2 OPERATIONAL ANALYSIS

Using the 2036 No Project and 2036 Plus Project traffic volumes and the roadway geometry from Figures 5 and 6, the 2036 No Project and 2036 Plus Project conditions LOS are calculated. Table 13 shows the resulting 2036 No Project and 2036 Plus Project conditions LOS. The LOS calculations are included in Appendices I and J.

It should also be noted that the 2036 No Project and 2036 Plus Project conditions LOS analysis includes a change in the timing and coordination of the SR 198 ramp intersections. At the direction of Caltrans staff, the ramp intersections are not assumed to be coordinated with the remaining City signals on Plaza Drive. Additionally, the ramp intersections are evaluated using an 80 second cycle length.

TABLE 13: 2036 CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	2036 No Project		2036 Plus Project	
	LOS (AM/PM)	Delay ¹ (AM/PM)	LOS (AM/PM)	Delay ¹ (AM/PM)
Goshen Avenue at American Street	F/F	180.5/267.0	F/F	201.1/322.5
Goshen Avenue at Plaza Drive	D/D	43.5/41.3	D/D	47.2/47.9
Goshen Avenue at Kelsey Street	B/C	18.8/22.4	B/C	18.9/23.3
Hurley Avenue at Plaza Drive	E/C	57.8/26.8	E/D	62.8/42.5
Crowley Avenue at Plaza Drive	D/E	49.3/74.0	E/F	60.0/161.6
SR 198 WB Ramps at Plaza Drive	C/D	30.8/53.4	D/F	45.0/83.1
SR 198 EB Ramps at Plaza Drive	D/D	36.5/36.8	D/D	44.2/48.4
Airport Drive at Plaza Drive	C/D	17.7/33.3	C/D	19.5/34.9
Crowley Avenue at Neeley Street	B/B	10.2/11.4	B/B	11.4/13.5
Crowley Avenue at Driveway #3	n/a	n/a	B/B	10.4/12.2
Crowley Avenue at Driveway #2	n/a	n/a	B/C	11.4/17.8
Crowley Avenue at Driveway #1	n/a	n/a	B/C	10.8/15.2
Driveway #4 at Neeley Street	n/a	n/a	A/A	8.7/9.1
Driveway #5 at Neeley Street	n/a	n/a	A/A	8.6/8.9

¹ average seconds of delay per vehicle

As shown in Table 13, five of the study intersections, shaded, are projected to continue to operate below the appropriate (City of Visalia or Caltrans) adopted LOS standard.

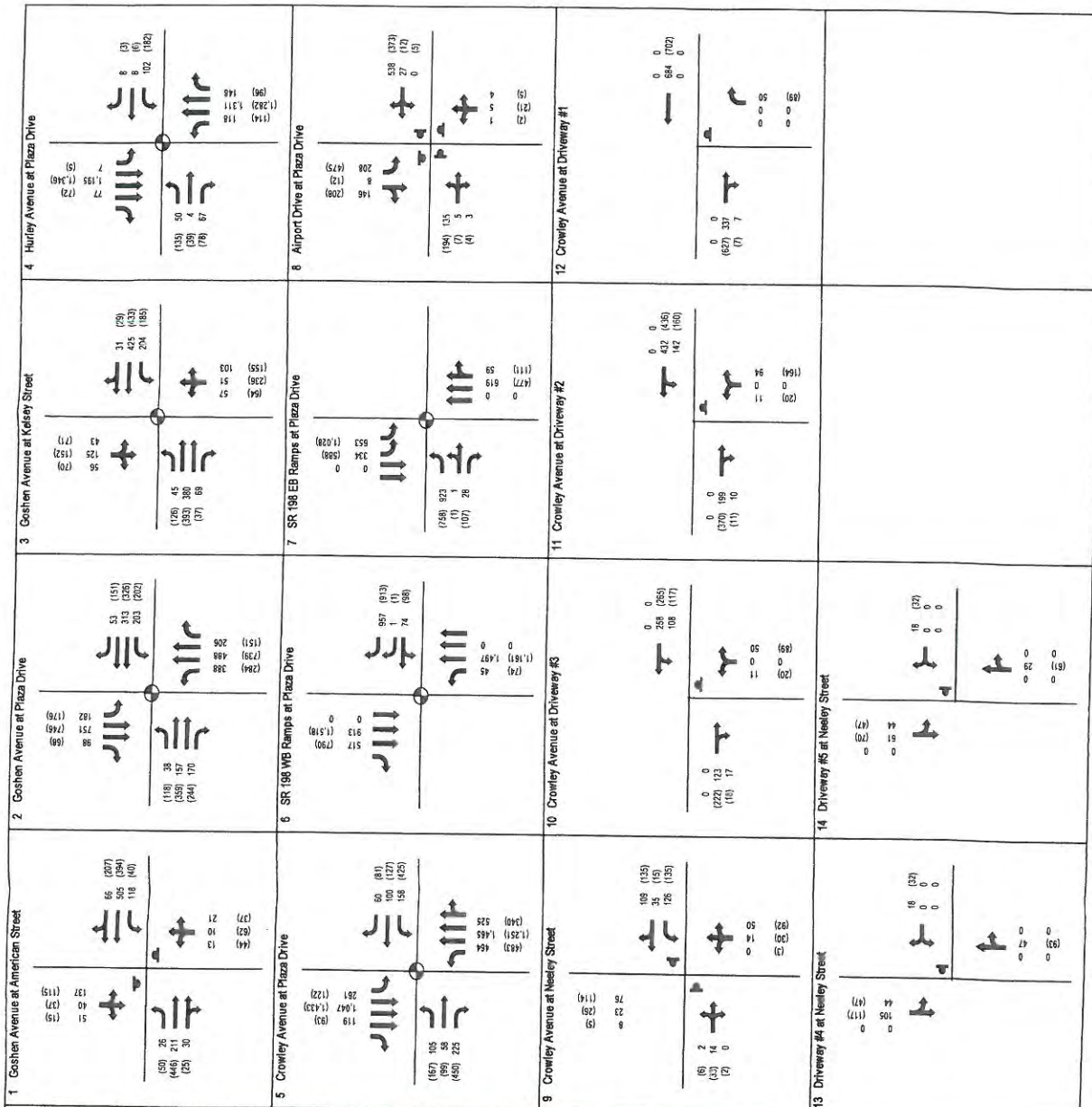


Intersection	Northbound	Southbound	Eastbound	Westbound	Notes
1 Goshen Avenue at American Street	55 (15) 40 (27) 137 (175)	52 (57) 30 (35) 21 (23)	66 (207) 118 (40) 194 (374)	53 (61) 116 (159) 182 (258)	Does Not Exist
2 Goshen Avenue at Plaza Drive	98 (68) 177 (175) 182 (179)	119 (38) 153 (157) 228 (153)	53 (51) 133 (56) 169 (168)	254 (111) 466 (397) 466 (397)	Does Not Exist
3 Goshen Avenue at Kelsey Street	58 (27) 52 (51) 43 (12)	49 (69) 37 (37) 59 (57)	31 (29) 391 (397) 197 (198)	57 (62) 57 (62) 141 (141)	Does Not Exist
4 Hurley Avenue at Plaza Drive	144 (19) 28 (19) 7 (3)	17 (75) 2 (35) 67 (78)	5 (21) 5 (21) 59 (178)	114 (122) 114 (122) 191 (227)	Does Not Exist
5 Crowley Avenue at Plaza Drive	54 (11) 1,058 (1,457) 261 (122)	79 (57) 51 (47) 71 (158)	69 (81) 159 (159) 158 (162)	1,074 (1,274) 1,457 (1,457) 1,457 (1,457)	Does Not Exist
6 SR 198 WB Ramps at Plaza Drive	42 (71) 42 (71) 0 (33)	821 (770) 1 (1) 74 (69)	0 (0) 0 (0) 0 (0)	45 (74) 1,412 (1,071) 1,412 (1,071)	Does Not Exist
7 SR 198 EB Ramps at Plaza Drive	0 (0) 232 (68) 565 (68)	85 (66) 1 (1) 28 (107)	59 (59) 0 (0) 0 (0)	232 (68) 232 (68) 565 (68)	Does Not Exist
8 Airport Drive at Plaza Drive	140 (196) 121 (121) 202 (467)	128 (128) 2 (2) 3 (3)	528 (362) 2 (2) 0 (0)	121 (121) 121 (121) 202 (467)	Does Not Exist
9 Crowley Avenue at Neesley Street	42 (5) 42 (5) 42 (5)	67 (85) 35 (15) 58 (62)	0 (0) 2 (2) 0 (0)	42 (5) 42 (5) 42 (5)	Does Not Exist
10 Crowley Avenue at Driveway #3	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	Does Not Exist
11 Crowley Avenue at Driveway #2	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	Does Not Exist
12 Crowley Avenue at Driveway #1	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	Does Not Exist
13 Driveway #4 at Neesley Street	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	Does Not Exist
14 Driveway #5 at Neesley Street	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	0 (0) 0 (0) 0 (0)	Does Not Exist

Legend

- Project Site
- Study Intersection
- AM (PM) Peak Hour Volumes
- Stop Sign
- Traffic Signal
- Lane Configuration

Plaza Square Development
2038 No Project Conditions



Plaza Square Development
2036 Plus Project Conditions



7.3 TRAFFIC SIGNAL WARRANTS

Eight-hour traffic signal warrants are again prepared for the unsignalized study intersections. Based on the warrant analysis, a traffic signal is warranted at the following unsignalized intersections due to the projected 2026 Plus Project traffic conditions or continues to be met from a prior scenario:

- Goshen Avenue at American Street
- Airport Drive at Plaza Drive

The signal warrant analysis is included in Appendix C.

7.4 RECOMMENDED IMPROVEMENTS

In order to mitigate the intersections projected to operate below the adopted LOS standard, the following improvements have been recommended in previous scenarios:

2016 Plus Project

- Crowley Avenue at Plaza Drive
 - Activate second NB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second WB through lane on Crowley Avenue, west of Plaza Drive
 - Needed to receive both NB left-turn lanes

2026 Plus Project

- Goshen Avenue at American Street
 - Signalize the intersection
- Crowley Avenue at Plaza Drive
 - Activate second SB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second EB through lane on Crowley Avenue, east of Plaza Drive
 - Needed to receive both SB left-turn lanes
 - Install second WB left-turn lane
 - May require widening of the existing approach
 - Install overlap phase for EB right-turn lane

2036 Plus Project

- Hurley Avenue at Plaza Drive
 - No improvements are necessary
 - Improvements to the Crowley Avenue intersection, along with synchronization between the two intersections will improve the LOS to acceptable levels

-
- Crowley Avenue at Plaza Drive
 - No additional improvements beyond those identified in previous scenarios
 - SR 198 WB Ramps at Plaza Drive
 - No improvements are recommended
 - Caltrans has identified that the 2036 analysis scenarios utilize an 80 second cycle length and remove coordination with the remaining signals on Plaza Drive
 - As traffic continues to increase at the Plaza Drive and SR 198 interchange, Caltrans, in coordination with the City of Visalia, will need to monitor signal timing and coordination.
 - SR 198 EB Ramps at Plaza Drive
 - No improvements are recommended
 - Caltrans has identified that the 2036 analysis scenarios utilize an 80 second cycle length and remove coordination with the remaining signals on Plaza Drive
 - As traffic continues to increase at the Plaza Drive and SR 198 interchange, Caltrans, in coordination with the City of Visalia, will need to monitor signal timing and coordination.

With the recommended improvements, the study intersections are projected to operate at or above the appropriate adopted LOS standard in the 2036 Plus Project scenario. The LOS calculations are included in Appendix K.

SECTION 8: CONCLUSIONS AND RECOMMENDATIONS

8.1 ANALYSIS SUMMARY

The analysis presented in this report has identified several intersections which either exceed the adopted LOS standards or meet the Eight-Hour Traffic Signal Warrant. Those intersections include:

1. Goshen Avenue at American Street
 - Exceeds LOS Standard
 - Meets the Eight-Hour Traffic Signal Warrant
2. Crowley Avenue at Plaza Drive
 - Exceeds LOS Standard
3. Airport Drive at Plaza Drive
 - Meets the Eight-Hour Traffic Signal Warrant

8.2 RECOMMENDED IMPROVEMENTS

Based on the analysis presented in this report the following improvements are recommended in order to mitigate the intersections currently or projected to operate below the appropriate adopted LOS standard(s) and/or meet the Eight-Hour Traffic Signal Warrant:

2016 Plus Project

- Crowley Avenue at Plaza Drive
 - Activate second NB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second WB through lane on Crowley Avenue, west of Plaza Drive
 - Needed to receive both NB left-turn lanes
 - There is approximately 24 feet between the centerline and edge of pavement to install the second through lane

2026 Plus Project

- Goshen Avenue at American Street
 - Signalize the intersection
- Crowley Avenue at Plaza Drive
 - Activate second SB left-turn lane
 - Lane is already constructed but will require removal of existing chevrons and installation correct lane striping
 - Stripe second EB through lane on Crowley Avenue, east of Plaza Drive
 - Needed to receive both SB left-turn lanes
 - Install second WB left-turn lane
 - May require widening of the existing approach
 - Install overlap phase for EB right-turn lane

2036 Plus Project

- Hurley Avenue at Plaza Drive
 - No improvements are necessary
 - Improvements to the Crowley Avenue intersection, along with synchronization between the two intersections will improve the LOS to acceptable levels
- Crowley Avenue at Plaza Drive
 - No additional improvements beyond those identified in previous scenarios
- SR 198 WB Ramps at Plaza Drive
 - No improvements are recommended
 - Caltrans has identified that the 2036 analysis scenarios utilize an 80 second cycle length and remove coordination with the remaining signals on Plaza Drive
 - As traffic continues to increase at the Plaza Drive and SR 198 interchange, Caltrans, in coordination with the City of Visalia, will need to monitor signal timing and coordination.
- SR 198 EB Ramps at Plaza Drive
 - No improvements are recommended
 - Caltrans has identified that the 2036 analysis scenarios utilize an 80 second cycle length and remove coordination with the remaining signals on Plaza Drive

As traffic continues to increase at the Plaza Drive and SR 198 interchange, Caltrans, in coordination with the City of Visalia, will need to monitor signal timing and coordination.

8.3 PROJECT REQUIREMENTS

The Project will be responsible for paying the City of Visalia's Transportation Impact Fee (TIF) to contribute to citywide transportation improvements. The TIF payment will cover the Project's proportionate share for all identified impacts and required improvements. The Project will be required to construct public road frontage, project driveways, and on-site roadways. On Opening Day of the Project, the second NB left-turn lane on Plaza Drive at Crowley Avenue will need to be operational. This improvement may or may not already be included in the Project that installed the traffic signal several years ago.

APPENDIX A

ANALYSIS METHODOLOGY

APPENDIX A: ANALYSIS METHODOLOGY

A variety of data and technical assumptions were developed for this TIS and are defined in this appendix.

A.1 SOURCES

This report is prepared using information taken from the following sources:

- *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
- *California Manual on Uniform Traffic Control Devices for Streets and Highway*, 2012 Edition, California Department of Transportation, Division of Traffic Operations, January 13, 2012.
- David Deel, Associate Planner, Caltrans, phone and email conversations, February 2014.
- *Guide for the Preparation of Traffic Impact Studies*, State of California Department of Transportation, December, 2002.
- Leslie Blair, Civil Engineer, City of Visalia, email conversations, February 2014.
- Marvin Demmers, Associate Planner, TCAG, personal and email conversations, February 2014.
- TCAG Traffic Model, Tulare County Association of Governments.
- *Trip Generation Handbook*, 2nd Edition, Institute of Transportation Engineers, 2003.
- *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012.
- TurnsW32, Dowling Associates, Inc., 2002.
- Synchro 8.0, Trafficware, 2013.

A.2 ANALYSIS TIME PERIODS

According to Traffic Impact Analyses for Site Development, the overall purpose of a traffic impact study is to determine the project impacts that are likely to occur to the surrounding street system. In order to accomplish this purpose you need to determine what occurs when the peak of the project generated traffic overlays the peak of the street traffic. Traffic Impact Analyses for Site Development states "the peak periods [of the adjacent street and highway system] are generally the weekday morning (7-9 a.m.) and evening (4-6 p.m.) peak hours, although local area characteristics occasionally result in other peaks (e.g., at major shopping or recreational centers)". The peak hours analyzed in this study are:

- 7:00 to 9:00 AM
- 4:00 to 6:00 PM

These are the standard AM and PM peak hours of the street typically used for study in the City of Visalia.

A.3 TRAFFIC COUNTS

According to the Caltrans Guide for the Preparation of Traffic Impact Studies, one of the common rules for counting vehicular traffic is:

“Vehicle counts should be conducted on Tuesdays, Wednesdays, or Thursdays during weeks not containing a holiday and conducted in favorable weather conditions.”¹

Table A1 shows the date and day the Existing intersection counts were taken for this Project. Prior to conducting these counts it was verified that these were non-holiday weeks.

Intersections	Day	Date
Goshen Avenue at American Street	Thursday	3/20/14
Goshen Avenue at Plaza Drive	Thursday	3/13/14
Goshen Avenue at Kelsey Street	Thursday	3/20/14
Hurley Avenue at Plaza Drive	Thursday	3/13/14
Crowley Avenue at Plaza Drive	Thursday	3/13/14
SR 198 WB Ramps at Plaza Drive	Thursday	3/20/14
SR 198 EB Ramps at Plaza Drive	Thursday	3/13/14
Airport Drive at Plaza Drive	Thursday	3/13/14
Crowley Avenue at Neeley Street	Thursday	3/13/14

As shown in Table A1, all intersection counts were conducted on days that were appropriate to count.

A.4 TULARE COUNTY TRAFFIC MODEL

A.4.1 Background

TCAG is the State Regional Transportation Planning Agency and the federal Metropolitan Planning Organization for Tulare County. As a transportation planning agency, TCAG is responsible for developing and maintaining a microcomputer-based traffic simulation model that represents Tulare County.

The current Model was last updated in 2010 and was developed to analyze proposed land uses, circulation systems, and air quality. The Model is currently undergoing another significant update, however is not complete enough for use at this time. This Model covers the entire Tulare County area, and is constantly being updated to insure incorporation of the latest planning assumptions. The land use contained in the Model was developed using the land use elements from the various Cities and County.

¹ *Guide for the Preparation of Traffic Impact Studies*, State of California Department of Transportation, December 2002, page 4.

A.4.2 Project Model Use

The Model was used in this study to develop the following pieces of information:

- 2016-2036 background growth increments
 - The 2010 and 2035 model years were used to create the growth increments

Straight line growth increments are used to determine the 2016-2036 background traffic volumes. This methodology determines the difference between the 2010 and 2035 traffic model roadway volumes and adds that increment to the Existing traffic counts for each leg of each study intersection. In the event that the Models predict a negative growth, a 1% per year growth was used and should be considered a worst-case scenario. These approach and departure volumes are then converted to intersection turning movements using the future volumes and the existing turning movements, using the TurnsW32 software.

A.4.3 Cumulative Projects

The 2014-2023 analysis scenarios include incremental development of all future growth built into the TCAG traffic model, according to the City of Visalia's latest General Plan and other approved planning documents. Specific projects addressed in this analysis include the Plaza Business Park and the Crowley Business Research Park.

A.5 INTERSECTION ANALYSIS AND VOLUME ADJUSTMENTS

Heavy vehicle percentages used in the analysis are the greater of either the counted or an urban 2% default. These percentages are used in all scenarios. The urban default peak hour factor of 0.92 is used at all intersection locations in all scenarios.

Left-turns are analyzed as protected, permitted, or split phasing, based on existing operation. Protected lefts are left-turns that are only allowed to go during their protected phase of the signal, and the left-turns are not allowed to go at the same time as the opposing direction through and right-turn movements. Permitted/unprotected lefts are left-turns that are allowed to go at the same time as the opposing direction through and right-turn movements. Split phasing allows left, through, and right-turning movements from only one approach to proceed through the intersection at a time.

Yellow phase signal timings are based on approach speeds according to the *California MUTCD 2012 Edition*, Table 4D-102 (CA). An all-red time of one (1) second is used for all signalized intersections. A default of five (5) seconds of walk-time and eleven (11) seconds of flash/don't walk time with ten (10) pedestrian calls per hour is also used at all signalized intersections as appropriate. Southbound approaches to Goshen Avenue, at Plaza Drive also include additional lost time to account for the setback of the stop bar due to the adjacent railroad crossing.

A.6 NETWORK IMPROVEMENTS

Per discussions with City of Visalia staff, no background roadway and intersection improvements are identified for use in this evaluation. Future mitigations for operational deficiencies defaulted to those improvements identified in the City of Visalia Circulation Element, Capital Improvement Plan (CIP), and Transportation Impact Fee (TIF) Program.

A.7 SIGNAL WARRANT ANALYSIS

Eight-Hour signal warrants (Warrant 1) are prepared for all unsignalized intersections based on the methodology presented in the *California MUTCD 2012 Edition*, pages 833-834. A copy of this warrant analysis is included in Appendix C. According to the MUTCD, "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." Therefore prior to making a final determination on installation of a proposed signal, a thorough engineering investigation, including collision history, should be conducted. Although an intersection may meet the traffic signal warrant, a signal is not recommended unless the intersection also operates (or is projected to operate) below the City's adopted LOS standard.

A.8 LEVEL OF SERVICE ANALYSIS METHODS

Unsignalized and signalized intersection analyses are completed using Synchro 8.0, which incorporates the HCM 2010 methodologies. Synchro 8.0 allows for optimization of signals to provide for the greatest reduction in overall intersection delay. This optimization process can result in different signal cycle lengths across all scenarios. The changing of the signal cycle length somewhat reflects the agency process whereby the agency will adjust intersection signal cycle lengths for differing traffic conditions based on current count data.

Table A2 shows the six levels of service and their corresponding ranges of average control delay for both signalized and unsignalized intersections. Table A2 also contains a brief traffic flow description for signalized intersections for each level of service category. The level of service diagrams provided throughout the report show the levels of service for the study intersections. The levels of service shown for signalized intersections are representative of the overall level of service for that intersection. For TWSC intersections, the level of service shown on the maps is the level of service for the worst operating movement at that intersection as opposed to the overall intersection level of service.

Table A2: Intersection Level Of Service Description			Intersections	
			Signalized	Unsignalized ¹
Level of Service	Conditions	Signalized Intersection Description	Delay (sec/veh)	Delay (sec/veh)
"A"	Free Flow	Users experience very low delay. Progression is favorable and most vehicles do not stop at all.	<10.0	<10.0
"B"	Stable Operations	Vehicles travel with good progression. Some vehicles stop, causing slight delay.	>10.0 – 20.0	>10.0 – 15.0
"C"	Stable Operations	Higher delays result from fair progression. A significant number of vehicles stop, although many continue to pass through the intersection without stopping.	>20.0 to 35.0	>15.0 – 25.0
"D"	Approaching Unstable	Congestion is noticeable. Progression is unfavorable, with more vehicles stopping rather than passing through the intersection.	>35.0 – 55.0	>25.0 – 35.0
"E"	Unstable Operations	Traffic volumes are at capacity. Users experience poor progression and long delays.	>55.0 – 80.0	>35.0 – 50.0
"F"	Forced Flow	Intersection's capacity is oversaturated, causing poor progression and unusually long delays.	>80.0 or v/c > 1.0	>50.0

APPENDIX B

EXISTING CONDITIONS LOS CALCULATIONS