

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Adam Peck



VICE CHAIRPERSON:

Brett Taylor

COMMISSIONERS: Adam Peck, Brett Taylor, Liz Wynn, Lawrence Segrue, Chris Gomez

MONDAY, AUGUST 24, 2015; 7:00 P.M., COUNCIL CHAMBERS, 707 W. ACEQUIA, VISALIA CA

1. THE PLEDGE OF ALLEGIANCE –
2. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. The Commission requests that a 5-minute time limit be observed for comments. Please begin your comments by stating and spelling your name and providing your street name and city. Please note that issues raised under Citizen's Comments are informational only and the Commission will not take action at this time.
3. CHANGES OR COMMENTS TO THE AGENDA–
4. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda
 - No items on Consent Calendar
5. PUBLIC HEARING – Brandon Smith
 - a. Tentative Parcel Map No. 2015-04: A request by Bridgecourt Homes L.P. to subdivide 5.93 acres into 6 parcels and one lot held in common in the C-SO (Shopping / Office Commercial) zone. The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggin Avenue. (APN: 091-010-040 [portion]) An Addendum to Mitigated Negative Declaration No. 2013-54 previously approved by City Council, 9/3/13
 - b. Conditional Use Permit No. 2015-21: A request by Bridgecourt Homes L.P. to establish a planned unit development for future commercial and office uses, containing lots without public street frontage, in the C-SO (Shopping / Office Commercial) zone. The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggin Avenue. (APN: 091-010-040 [portion]) An Addendum to Mitigated Negative Declaration No. 2013-54 previously approved by City Council, 9/3/13
6. PUBLIC HEARING – Paul Bernal
 - a. Annexation No. 2015-01: A request by Jasco Consulting Inc., and Donald Joseph, to annex a 25-acre parcel and 8.6-acre parcel into the City limits of Visalia. Upon annexation the 25-acre parcel would be zoned R-1-6 (Single-Family Residential 6,000 square foot minimum site area), which is consistent with the General Plan Land Use Designation of Low Density Residential. The 8.6-acre parcel has two land use designations associated for this parcel. Annexation of this parcel results in 4.6-acres being zoned R-1-6 (Single-Family Residential 6,000 square foot minimum site area)

while the remaining 4-acres will be zoned R-M-2 (Multi-Family Residential 3,000 square feet per unit), which is consistent with the General Plan Land Use Designation of Low Density Residential and Medium Density Residential. The 8.6-acre parcel is located on the southwest corner of North Demaree Street and West Riggan Avenue while the 25-acre parcel is located on the west side of North Demaree Street between West Riggan and West Ferguson Avenues (APNs: 077-180-009 & 077-180-022). An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Negative Declaration No. 2014-127 was adopted.

- b. Kayenta Crossing Tentative Subdivision Map 5553: A request by Jasco Consulting Inc., to subdivide 25-acres into a 90-lot single-family residential subdivision. The project site is part of a County Island and upon annexation to the City of Visalia will be zoned R-1-6 (Single-Family Residential 6,000 square foot minimum site area). The site is located on the west side of North Demaree Street between West Riggan and West Ferguson Avenues (APNs: 077-180-009). An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Negative Declaration No. 2014-127 was adopted.

7. PUBLIC HEARING – Andy Chamberlain

- a. Conditional Use Permit No. 2015-20: A request by the City of Visalia to establish the Visalia Emergency Communication Center consisting of a two-story 19,000 sq. ft. building housing an emergency communication facility, 911 call center, Fire Department Administration, and related public services. The subject site consists of two parcels totaling 11.33 acres, located at the southeast corner of Goshen Avenue and Burke Street (APN 094-180-006, 007), with a land use designation of Commercial Mixed Use, Public Institutional, and Conservation. The site is currently zoned Service Commercial (CS). An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Negative Declaration No. 2015-035 was adopted.
- b. Variance No. 2015-03: A request by City of Visalia to allow a 180-foot tall communications tower which exceeds the maximum tower height of 85 feet in Design District “E”, to be located in conjunction with a proposed new Visalia Emergency Communication Center facility, located at the southeast corner of Goshen Avenue and Burke Street (APN 094-180-006, 007), with a land use designation of Commercial Mixed Use, Public Institutional, and Conservation. The site is currently zoned Service Commercial (CS). An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Negative Declaration No. 2015-035 was adopted.

8. DIRECTOR'S REPORT/ PLANNING COMMISSION DISCUSSION-

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

For the hearing impaired, if signing is desired, please call (559) 713-4359 twenty-four (24) hours in advance of the scheduled meeting time to request these services. For the visually impaired, if

enlarged print or Braille copy is desired, please call (559) 713-4359 for this assistance in advance of the meeting and such services will be provided as soon as possible following the meeting.

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS FRIDAY, SEPTEMBER 3, 2015, BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 425 E. Oak Avenue, Suite 301, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.ci.visalia.ca.us or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, SEPTEMBER 14, 2015



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: August 24, 2015

PROJECT PLANNER: Brandon Smith, Senior Planner
Phone No. 713-4636

SUBJECT: **Tentative Parcel Map No. 2015-04:** A request to subdivide 5.93 acres into 6 parcels and one lot held in common in the C-SO (Shopping / Office Commercial) zone.

Conditional Use Permit No. 2015-21: A request to establish a planned unit development with commercial and office uses containing lots without public street frontage in the C-SO (Shopping / Office Commercial) zone.

Project Location: The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggins Avenue. (APN: 091-010-040 [portion])

Project Applicant: Bridgecourt Homes L.P.

STAFF RECOMMENDATION

Tentative Parcel Map No. 2015-04

Staff recommends approval of Tentative Parcel Map No. 2015-04, as conditioned, based upon the findings and conditions in Resolution No. 2015-40. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

Conditional Use Permit No. 2015-21

Staff recommends approval of Conditional Use Permit No. 2015-21, as conditioned, based on the findings and conditions in Resolution No. 2015-39. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Tentative Parcel Map No. 2015-04, based on the findings and conditions in Resolution No. 2015-40.

I move to approve Conditional Use Permit No. 2015-21 based on the findings and conditions in Resolution No. 2015-39.

PROJECT DESCRIPTION

Tentative Parcel Map No. 2015-04 is a request to subdivide one parcel on 5.93 acres into six parcels and a lot held in common for access purposes (refer to Exhibit "A"). The objective is to subdivide the land into six developable lots for future commercial and office buildings within the Riverbend Village master-planned development (refer to approved master plan, Exhibit "B"), and to parcel off the property's access drive. There is no development proposed as part of the project. Future development on the parcels will be in accordance with Visalia codes and regulations and the approved master Conditional Use Permit No. 2013-25.

Conditional Use Permit No. 2015-21 is a request to establish a planned unit development containing lots without public street frontage (refer to Exhibit "A"). All parcels will have access

from the lot on the map labeled as "Ex. Access Road", which connects between an approved access road to the west and Court Street to the east.

The site constitutes the second and final phase of the Riverbend Village master-planned development, approved in 2013 as a 55,701 sq. ft. development containing commercial and office pads. The subject site is Remainder "A" from Parcel Map No. 2013-01, which ultimately established and separated land uses in the first phase of the master-planned development.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Mixed Use
Zoning:	Shopping / Office Commercial (C-SO)
Surrounding Zoning and Land Use:	North: C-CM (Community Commercial) zone / Orchard Walk commercial retail center
	South: R-1-6 (Single-Family Residential) zone / Riverbend Village Unit No. 3 single-family tract subdivision
	East: R-1-6 (Single-Family Residential) zone / Vacant land with approved entitlement for single-family tract subdivision
	West: C-SO (Shopping / Office Commercial) zone / Vacant land approved for Arco gas station, AM/PM convenience store, Wendy's restaurant
Environmental Review:	Addendum to Mitigated Negative Declaration No. 2013-54 previously approved by City Council, 9/3/13
Special Districts:	Design District 'B'
Site Plan:	Site Plan Review No. 2015-108

RELATED PLANS & POLICIES

The proposed project is consistent with applicable plans and policies. See attached summary of related plans and policies.

RELATED PROJECTS

The site was subject to the following entitlements approved by the City Council on September 3, 2013. Tentative Parcel Map 2013-01 and Conditional Use Permit 2013-25 were approved following an appeal of a Planning Commission decision to deny the entitlements on August 12, 2013.

- General Plan Amendment No. 2011-14: A request to change the General Plan land use designation from Residential Low Density to Shopping/Office Commercial on 9.8 acres.
- Change of Zone No. 2011-15: A request to change the Zoning Designation from Single-family Residential (R-1-6) to Shopping / Office Commercial (C-SO) on 9.8 acres.
- Tentative Parcel Map No. 2013-01: A request to divide 16.47 acres into three parcels, one lettered lot, and two remainder parcels.
- Conditional Use Permit No. 2013-25: A request to allow a 55,701 sq. ft. master-planned commercial development on 9.8 acres, consisting of a gas station, automated car wash, convenience store, and restaurant with drive-thru.

PROJECT EVALUATION

Staff recommends approval of the Tentative Parcel Map and Conditional Use Permit, as conditioned, based on the project's consistency with the General Plan, Zoning Ordinance, the Subdivision Ordinance policies for parcel maps, and the approved master Conditional Use Permit No. 2013-25.

Planned Unit Development

The creation of parcels without vehicular access to a public street constitutes a Planned Unit Development (PUD) which is reviewed and approved through the conditional use permit process. This allows deviation from normal zoning standards including access, lot size, and setback requirements.

Consistency with Master-Planned Development

The site has an approved master-planned development entitled through Conditional Use Permit No. 2013-25. The master plan, referred to as Riverbend Village and included in this report as Exhibit "B", proposes a mixture of retail commercial and office uses. No uses have been developed on the site as of yet.

The approved master plan has established the development and circulation pattern for the proposed tentative parcel map / planned unit development shown in Exhibit "A". Accordingly, the "existing access road" lot on the parcel map correlates to the location of the internal access drive shown in the master plan.

The configuration of proposed Parcels 1 through 6 also correlates to the underlying development plan for Riverbend Village. However, two variations between this parcel map and the master plan should be noted.

1. The area bound by Parcel 1 would not contain a commercial building but only a parking lot.
2. The area on the development plan shown as a future office building would be split by Parcels 5 and 6, wherein the proposed parcel line would cross through the building.

Staff has determined the differences noted are minor and recommends that the map be found to be substantially in conformance with the master CUP No. 2013-25. The configurations of the parcels are compatible and consistent with the site's master-planned development. Staff is also in support of the number and configuration of the parcels as conditioned. Staff recognizes that the variations noted above were made in order to create surplus parcels as may be needed to accommodate future land uses on the development plan. It is therefore likely and probable that these lot lines could be adjusted and/or merged through future Lot Line Adjustment entitlements to conform to the site's ultimate development. Such lot line adjustments and/or mergers can be carried out if found consistent with the master plan.

Access / Circulation

No developable lots in the parcel map (Parcels 1 through 6) will have direct access to public streets (i.e. Riggin Avenue and Court Street). Vehicular access is intended to be via the 42-foot wide access road that crosses west-east through the parcel map, recommended by staff to be labeled as a separate Lot 'A'. The access road connects between an approved as-yet-unbuilt access road to the west and the as-yet-unbuilt Court Street to the east. Both the adjoining access road and Court Street are to be built as part of the required Phase 1 improvements for the approved parcel map to the west (see discussion below).

Condition of approval No. 4 on the Parcel Map & No. 6 on the CUP require that a restrictive covenant or agreement be established for the site to allow unrestricted shared access among all of the parcels. In addition, the covenant shall be required to include shared maintenance and upkeep of the access road, and repair and maintenance of any underground utilities located in the access road. The City Planner and City Engineer shall review the covenant to verify compliance with these requirements. This is included as a condition of the approval for the Tentative Parcel Map and Conditional Use Permit.

Parking

It is not clear, based on the tentative parcel map as submitted by the applicant, if the configurations of the parcel lines represent logical divisions among the required on-site parking spaces for the future land uses shown in the master-planned development.

Staff therefore recommends Condition of approval No. 5 on the CUP that future development on each parcel shall be required to develop all of the land use's required on-site parking spaces on the site.

Setback Standards for PUD

The site is located within Design District 'B' and is subject to its development standards according to the site's approved master plan. Because the proposed parcel map and PUD will create a common access lot as well as lots (Parcels 4, 5, and 6) that lack public street frontage, additional development standards must be assigned for these parcels.

Staff is recommending Condition of approval No. 4 on the CUP to require that future development on the site maintain a minimum 10-foot building setback from the proposed internal access road (i.e. Lot 'A') and from the approved access road abutting the west side of the site. This setback will ensure that there is adequate sight distance and building scale between the access roads and developable parcels. Typical Design District 'B' setbacks shall apply to the front, side, and street side yard and the rear yard abutting the R-1-6 zone.

Riverbend Village Phase 1 Improvements

The future development of the subject site constitutes the second and final phase of development for the approved Riverbend Village Master Plan. The Master Plan and its entitlements approved in 2013 have identified certain infrastructure and site improvements that will be developed in the first phase alongside with the development of the three commercial pads to the west. (These three pads which front along Dinuba Blvd. are approved for an Arco gas station, Wendy's restaurant, and small office.)

The infrastructure improvements will be required to be installed prior to any development on the proposed Parcels 1 through 6, as stated in the Engineering Division's comments to Site Plan Review No. 2015-108.

The improvements are the following, as summarized in a Planning Commission staff report dated August 12, 2013:

- Court Street, consisting of vehicular travel lanes and a pedestrian sidewalk, will be constructed between Riggins Avenue and the Riverbend residential subdivision.
- The curvilinear west-east access drive will be constructed between the initial phase and Court Street.
- A 7-foot tall CMU block wall with vine planting will be placed along the entire southern boundary of the development abutting the existing residential neighborhood.

- A raised median will be installed in Dinuba Blvd.
- Underground storm drainage to the Riverbend Park Basin.
- Sidewalks and street trees along the entire Dinuba Blvd. and Riggin Ave. frontages adjacent to the site.

Environmental Review

Mitigated Negative Declaration No. 2013-54 was prepared for the original entitlements associated with the creation of the Riverbend Village development. The Mitigated Negative Declaration was used by the Planning Commission and City Council on the respective projects which they approved. An Addendum has been prepared to add the Tentative Parcel Map and Conditional Use Permit to the Initial Study and Mitigated Negative Declaration's project description.

Staff considers the addendum to be a minor change to the Initial Study and Mitigated Negative Declaration since the document already contemplated environmental impacts resulting from the development of the project. The Tentative Parcel Map and Conditional Use Permit represent a further division of land in conformance with the previously approved project, and will not result in any environmental impact beyond those which were previously considered.

California Environmental Quality Act (CEQA) Guidelines, Section 15164(b), allows for an addendum to an adopted Mitigated Negative Declaration if only minor technical changes or additions are necessary, or none of the conditions described in Section 15162 calling for preparation of a subsequent mitigated negative declaration have occurred. Findings relating to the decision to prepare an Addendum are contained within the Addendum. In accordance with CEQA Guidelines, the Planning Commission must consider the Addendum with the adopted Mitigated Negative Declaration prior to making a decision on the project.

RECOMMENDED FINDINGS

Tentative Parcel Map No. 2015-04

1. That the proposed tentative parcel map is consistent with the policies and intent of the General Plan, Zoning, and Subdivision Ordinances.
2. That the proposed parcel sizes ranging from approximately 0.5 to 1.5 acres are consistent with the Shopping / Office Commercial zoning and Design District "B" standards since they are part of a planned unit development established through Conditional Use Permit Nos. 2013-25 and 2015-21.
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 entitlements associated with the Riverbend Village master-planned development, which disclosed that environmental impacts are determined to be not significant, and Mitigated Negative Declaration No. 2013-54 was adopted by the City Council on September 3, 2013.
5. That an Addendum to Initial Study and Negative Declaration No. 2013-54 has been prepared in response to the proposed tentative parcel map consistent with CEQA Guidelines, and the Addendum is hereby adopted.

Conditional Use Permit No. 2015-21

1. That the proposed conditional use permit is consistent with the policies and intent of the

General Plan and Zoning Ordinance because the proposed parcels are similar in size to previously approved maps in the Shopping / Office Commercial zone.

2. That the proposed conditional use permit is situated within the boundaries of the Riverbend Village master-planned development and is consistent with the guidelines and standards of the development.
3. That the proposed conditional use permit would be compatible with adjacent land uses.
4. That the proposed Conditional Use Permit will not be detrimental to the public health, safety, or welfare nor materially injurious to properties or improvements in the vicinity.
5. That an Initial Study was prepared for entitlements associated with the Riverbend Village master-planned development, which disclosed that environmental impacts are determined to be not significant, and Mitigated Negative Declaration No. 2013-54 was adopted by the City Council on September 3, 2013.
6. That an Addendum to Initial Study and Negative Declaration No. 2013-54 has been prepared in response to the proposed tentative parcel map consistent with CEQA Guidelines, and the Addendum is hereby adopted.

RECOMMENDED CONDITIONS OF APPROVAL

Tentative Parcel Map No. 2015-04

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2015-108.
2. That the site be subdivided in substantial compliance with the tentative map shown in Exhibit "A".
3. That the 42 foot wide area shown on the map to be used as an existing access road be labeled as Lot 'A'.
4. That a restrictive covenant including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, common lot landscaping, and all similar infrastructure agreements shall be recorded with the final parcel map. The restrictions 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 these restrictions or vehicular access agreements verifying compliance with these requirements prior to the covenant's recordation.
5. That Conditional Use Permit No. 2015-21 be approved, and that requirements of the use permit which relate to this map shall be fulfilled.
6. That all applicable federal, state, and city laws and codes and ordinances be met.
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. 2015-04, prior to the recordation of the final map for this project.

Conditional Use Permit No. 2015-21

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2015-108.
2. That the site be subdivided in substantial compliance with the tentative map shown in Exhibit "A".
3. That proposals for new development on any parcel shall be subject to Site Plan Review and shall conform to the adopted requirements for this conditional use permit and to master-planned development's conditions of approval in Conditional Use Permit No. 2013-25.
4. That subsequent development on Parcels 1 through 6 shall meet the development standards for Design District "B" and the guidelines and standards contained in the Riverbend Village Design Guidelines and Engineering Standards document adopted with Conditional Use Permit No. 2013-25. In addition, subsequent development on Parcels 1 through 6 shall maintain a minimum 10-foot building setback from the proposed internal access road and from the approved access road abutting the west side of the site.
5. That subsequent development on Parcels 1 through 6 shall be required to develop all of the land use's required on-site parking spaces on the site.
6. That a restrictive covenant including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, common lot landscaping, and all similar infrastructure agreements shall be recorded with the final parcel map. The restrictions 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 these restrictions or vehicular access agreements verifying compliance with these requirements prior to the covenant's recordation.
7. That Tentative Parcel Map No. 2015-04 be approved, and that requirements of the parcel map which relate to this use permit shall be fulfilled.
8. That the timeline for the lapse of Conditional Use Permit No. 2015-21 shall be tied to the timeline for Tentative Parcel Map No. 2015-04.
9. That all applicable federal, state, and city laws and codes and ordinances be met.
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. 2015-21, prior to the recordation of the final map 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 220 N. Santa Fe Street, Visalia, CA 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.ci.visalia.ca.us or from the City Clerk.

Attachments:

- Related Plans and Policies
- Ownership Disclosure Statement
- Resolution No. 2015-40 for Tentative Parcel Map No. 2015-04
- Resolution No. 2015-39 for Conditional Use Permit No. 2015-21
- Exhibit "A" – Tentative Parcel Map
- Exhibit "B" – Master Plan for Site, previously approved through Conditional Use Permit 2013-25
- Addendum to Initial Study / Negative Declaration No. 2013-054
- Approved Initial Study / Negative Declaration No. 2013-054
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Map

RELATED PLANS AND POLICIES

City of Visalia Subdivision Ordinance [Title 16 of Visalia Municipal Code]

Chapter 16.28: PARCEL MAPS

Section 16.28.020 Advisory agency.

The planning commission is designated as the advisory agency referred to in Article 2 of the Subdivision Map Act and is charged with the duty of making investigations and reports on the design and improvement of proposed divisions of land under this chapter. The city planner is designated as the clerk to the advisory agency with authority to receive parcel maps. (Ord. 9605 § 32 (part), 1996: prior code § 9215)

Section 16.28.060 Hearing and notice.

A. The city planning commission shall hold a public hearing on an application for a tentative parcel map or vesting tentative parcel map.

B. Notice of a public hearing shall be given not less than ten days or more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area proposed for subdivision. (Prior code § 9235)

Section 16.28.070 Consideration of tentative parcel maps.

The commission shall review the tentative parcel map and approve, conditionally approve, or disapprove the map within thirty (30) days after the receipt of such map, or at such later date as may be required to concurrently process the appurtenant environmental impact require documents required by state law and local regulations adopted in implementation thereof. (Prior code § 9240)

Section 16.28.080 Appeals.

If the applicant is dissatisfied with the decision of the planning commission, he may, within ten days after the decision of the planning commission, appeal in writing to the council for a hearing thereon. Such hearing need not be concluded on the day thus set but may be continued. (Prior code § 9245)

Section 16.28.110 Right-of-way dedications.

A. Pursuant to the Subdivision Map Act, the subdivider shall provide such dedication of right-of-way and/or easements as may be required by the planning commission.

B. The planning commission may, at its discretion, require that offers of dedication or dedication of streets include a waiver of direct access rights to any such streets from any property shown on the final map as abutting thereon, in accord with the provisions of the Subdivision Map Act. (Prior code § 9260)

City of Visalia Zoning Ordinance [Title 17 of Visalia Municipal Code]

Chapter 17.18: PLANNED COMMERCIAL ZONES

Section 17.18.010 Purposes.

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

1. Provide appropriate areas for various types of retail stores, offices, service establishments and wholesale businesses to be concentrated for the convenience of the public; and to be located and grouped on sites that are in logical proximity to the respective geographical areas and respective categories of patrons which they serve in a manner consistent with the general plan;

2. Maintain the central business district (CBD - Conyer Street to Tipton and Murray Street to Mineral King Avenue including the Court-Locust corridor to the Lincoln Oval area) as Visalia's traditional, medical, professional, retail, government and cultural center;

3. Maintain Visalia's role as the regional commercial center for Tulare, Kings and southern Fresno counties;

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

Chapter 17.30: MODIFYING ZONES

Section 17.30.130 Development standards.

A. Site Area. The minimum parcel size for each design district varies according to the development standards. However, this section shall not preclude parcels of less than the required minimum which exist at the time of adoption of this proposal, from securing planned development and building permits. Parcels of less than the required minimum size may be created upon approval of an acceptable master plan by the site plan review committee.

Section 17.30.170 Development standards--Design district B.

The following development standards shall apply to property located in district B;

- A. Building height: fifty (50) feet maximum.
- B. Required yards:
 1. Front: fifteen (15) feet minimum;
 2. Side: zero;
 3. Street side on corner lot: ten feet minimum;
 4. Side yards abutting an R-A, R-1 or R-M district: fifteen (15) feet minimum;
 5. Rear: zero;
 6. Rear yards abutting an R-A, R-1 or R-M district: twenty (20) feet minimum.
- C. Parking as prescribed in Chapter 17.34.
- D. Site area: five acre minimum.
- E. Landscaping:
 1. Front: fifteen (15) feet minimum;
 2. Side: five feet minimum (except where a structure is located on a side property line);
 3. Street side on corner lot: ten feet minimum;
 4. Rear: five feet minimum. (Prior code § 7467)

Chapter 17.38: CONDITIONAL USE PERMITS

Section 17.38.110 Action by planning commission.

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

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;
2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious

to properties or improvements in the vicinity.

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

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

Proposed Street Designation: NO CHANGE

Proposed Land Use Designation: NO CHANGE

Site Area (Area of Square Feet if less than one acre): 5.92 ACRES

Fronting streets directly adjacent to the site: RIGGIN AVENUE & COURT STREET

Existing use(s): NONE AREA IS VACANT

Existing improvements/structures: NONE ON SITE RIGGIN AVENUE IS IMPROVED

PROPERTY OWNER INFORMATION

If more than one owner, please provide information and signatures on a separate sheet.

Name (owner): BRIDGECOURT HOMES L.P. Name (agent):

1340 E. ROUTE 66, STE. 107

Mailing Address: GLENDORA CA 91740 Mailing Address:

Phone: (626) 852-7616 Phone:

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

x 6-8-15
Date

Thomas A. High
Project Manager Signature

Date

Project Owner Signature

ADDRESS WHERE MAIL SHOULD BE SENT (This is the person who will be the main contact with City Staff, and will receive all correspondence.)

Name (print): DENNIS R. FORESTER

Firm/Company: FORESTER, WEBER & ASSOCIATES, LLC

Mailing Address: 1620 W. MINERAL KING AVE., VISALIA, CA 93291

Phone: 732-0102 Fax: 732-8472 E-Mail:

Statement: I am/we are the main contact and responsible individual(s) who will be working with City Staff during the processing of this application. I/We warrant under penalty of perjury that all information provided on this application and all documents submitted are true and correct to the best of my/our knowledge.

Date

7-09-2015

Date

[Signature]
Project Manager/Contractor/Professional's Signature

OTHER INVOLVED PARTIES

Fill in all that apply.
Is the property currently in escrow? If so, to whom? NONE
(Write "none" if property is not in escrow.)

Developer/Builder _____

Mailing Address _____

Phone _____ Fax _____

Contractor _____

Engineer FORESTER, WEBER & ASSOCIATES, LLC

Architect _____

NAME OF INDIVIDUALS, PARTNERS, AND/OR TRUSTEES

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

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

RESOLUTION NO. 2015-40

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2015-04: A REQUEST BY BRIDGECOURT HOMES L.P., TO SUBDIVIDE 5.93 ACRES INTO 6 PARCELS AND ONE LOT HELD IN COMMON IN THE C-SO (SHOPPING / OFFICE COMMERCIAL) ZONE. THE SITE IS LOCATED ON THE SOUTHEAST CORNER OF DINUBA BOULEVARD (STATE ROUTE 63) AND RIGGIN AVENUE. (APN: 091-010-040 [PORTION])

WHEREAS, Tentative Parcel Map No. 2015-04 is a request by Bridgecourt Homes L.P., to subdivide 5.93 acres into 6 parcels and one lot held in common in the C-SO (Shopping / Office Commercial) zone. The site is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggins Avenue. (APN: 091-010-040 [portion]); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on August 24, 2015; and

WHEREAS, the Planning Commission of the City of Visalia finds the 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 with mitigation incorporated into the project no significant environmental impacts would result from this project.

NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2007-34 was prepared in accordance with the California Environmental Quality Act and City of Visalia Environmental Guidelines, including consistency with CEQA Guidelines Section 15162, and that the environmental setting in which the project will be built has not changed since the Mitigated Negative Declaration for the original project was adopted, so Mitigated Negative Declaration No. 2013-54 is incorporated in the project approval.

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

1. That the proposed tentative parcel map is consistent with the policies and intent of the General Plan, Zoning, and Subdivision Ordinances.
2. That the proposed parcel sizes ranging from approximately 0.5 to 1.5 acres are consistent with the Shopping / Office Commercial zoning and Design District "B" standards since they are part of a planned unit development established through Conditional Use Permit Nos. 2013-25 and 2015-21.

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 entitlements associated with the Riverbend Village master-planned development, which disclosed that environmental impacts are determined to be not significant, and Mitigated Negative Declaration No. 2013-54 was adopted by the City Council on September 3, 2013.
5. That an Addendum to Initial Study and Negative Declaration No. 2013-54 has been prepared in response to the proposed tentative parcel map consistent with CEQA Guidelines, and the Addendum is hereby adopted.

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

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2015-108.
2. That the site be subdivided in substantial compliance with the tentative map shown in Exhibit "A".
3. That the 42 foot wide area shown on the map to be used as an existing access road be labeled as Lot 'A'.
4. That a restrictive covenant including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, common lot landscaping, and all similar infrastructure agreements shall be recorded with the final parcel map. The restrictions 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 these restrictions or vehicular access agreements verifying compliance with these requirements prior to the covenant's recordation.
5. That Conditional Use Permit No. 2015-21 be approved, and that requirements of the use permit which relate to this map shall be fulfilled.
6. That all applicable federal, state, and city laws and codes and ordinances be met.
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. 2015-04, prior to the recordation of the final map for this project.

RESOLUTION NO. 2015-39

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2015-21: A REQUEST BY BRIDGECOURT HOMES L.P., TO ESTABLISH A PLANNED UNIT DEVELOPMENT WITH COMMERCIAL AND OFFICE USES CONTAINING LOTS WITHOUT PUBLIC STREET FRONTAGE IN THE C-SO (SHOPPING / OFFICE COMMERCIAL) ZONE. THE SITE IS LOCATED ON THE SOUTHEAST CORNER OF DINUBA BOULEVARD (STATE ROUTE 63) AND RIGGIN AVENUE. (APN: 091-010-040 [PORTION])

WHEREAS, Conditional Use Permit No. 2015-21 is a request by Bridgecourt Homes L.P., to establish a planned unit development with commercial and office uses containing lots without public street frontage in the C-SO (Shopping / Office Commercial) zone. The site is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggins Avenue. (APN: 091-010-040 [portion]); and

WHEREAS, the Planning Commission of the City of Visalia, after published notice did hold a public hearing before said Commission on August 24, 2015; and

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

WHEREAS, an Initial Study was prepared which disclosed that with mitigation incorporated into the project no significant environmental impacts would result from this project.

NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2013-54 was prepared in accordance with the California Environmental Quality Act and City of Visalia Environmental Guidelines, including consistency with CEQA Guidelines Section 15162, and that the environmental setting in which the project will be built has not changed since the Mitigated Negative Declaration for the original project was adopted, so Mitigated Negative Declaration No. 2013-54 is incorporated in the project approval.

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 conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance because the proposed parcels are similar in size to previously approved maps in the Shopping / Office Commercial zone.
2. That the proposed conditional use permit is situated within the boundaries of the Riverbend Village master-planned development and is consistent with the guidelines and standards of the development.
3. That the proposed conditional use permit would be compatible with adjacent land uses.
4. That the proposed Conditional Use Permit will not be detrimental to the public

health, safety, or welfare nor materially injurious to properties or improvements in the vicinity.

5. That an Initial Study was prepared for entitlements associated with the Riverbend Village master-planned development, which disclosed that environmental impacts are determined to be not significant, and Mitigated Negative Declaration No. 2013-54 was adopted by the City Council on September 3, 2013.
6. That an Addendum to Initial Study and Negative Declaration No. 2013-54 has been prepared in response to the proposed tentative parcel map consistent with CEQA Guidelines, and the Addendum 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 consistent with the comments and conditions of the Site Plan Review No. 2015-108.
2. That the site be subdivided in substantial compliance with the tentative map shown in Exhibit "A".
3. That proposals for new development on any parcel shall be subject to Site Plan Review and shall conform to the adopted requirements for this conditional use permit and to master-planned development's conditions of approval in Conditional Use Permit No. 2013-25.
4. That subsequent development on Parcels 1 through 6 shall meet the development standards for Design District "B" and the guidelines and standards contained in the Riverbend Village Design Guidelines and Engineering Standards document adopted with Conditional Use Permit No. 2013-25. In addition, subsequent development on Parcels 1 through 6 shall maintain a minimum 10-foot building setback from the proposed internal access road and from the approved access road abutting the west side of the site.
5. That subsequent development on Parcels 1 through 6 shall be required to develop all of the land use's required on-site parking spaces on the site.
6. That a restrictive covenant including vehicular access, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, common lot landscaping, and all similar infrastructure agreements shall be recorded with the final parcel map. The restrictions 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 these restrictions or vehicular access agreements verifying compliance with these requirements prior to the covenant's recordation.
7. That Tentative Parcel Map No. 2015-04 be approved, and that requirements of the parcel map which relate to this use permit shall be fulfilled.

8. That the timeline for the lapse of Conditional Use Permit No. 2015-21 shall be tied to the timeline for Tentative Parcel Map No. 2015-04.
9. That all applicable federal, state, and city laws and codes and ordinances be met.
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. 2015-21, prior to the recordation of the final map for this project.

TENTATIVE PARCEL MAP

Being a portion of Parcel No. 5132 of Parcel Map No. 5132 as per map recorded in Bk. 22 of Parcel Maps of Page 37, C.C.L. Standard in a portion of NW 1/4 of Sec. 20, T.18S., R.23E., M.O.B.M. in the City of Visalia, County of Tulare, State of California.

June, 2015
REV. 7-2-15

OWNER: BRIDGECOURT HOMES L.P.
DEVELOPER: HUGHES HOMES INC.
1740 E. Ruda St, Ste. 107
Bakersfield, California, 93311

SURVEYOR: FORBSTER, WEBER & ASSOCIATES L.L.C.
1810 N. Mineral King Ave., Suite B
Visalia, California 93291
(559) 732-0102

NOTES:

- EXISTING PROPERTY USE: VACANT
 - PROPOSED PROPERTY USE: COMMERCIAL/CO-OP OR C-SO/PROPOSED DESIGN DISTRICT B
 - ZONING: CSO OF 081-010-040
 - WATER: CALIFORNIA WATER SERVICE
 - SEWER: CITY OF VISALIA
 - STORM DRAIN: SA, CAL ED/DM
 - ELECTRICITY: SA, CAL ED/DM
 - FLD ZONE: SA
- | | |
|----------|-----------------|
| PARCEL 1 | 34,605 SQ. FT. |
| PARCEL 2 | 26,212 SQ. FT. |
| PARCEL 3 | 34,810 SQ. FT. |
| PARCEL 4 | 29,791 SQ. FT. |
| PARCEL 5 | 40,000 SQ. FT. |
| PARCEL 6 | 55,257 SQ. FT. |
| TOTAL | 231,265 SQ. FT. |
- REVISION & PLOTTED DATE: 7-08-2015

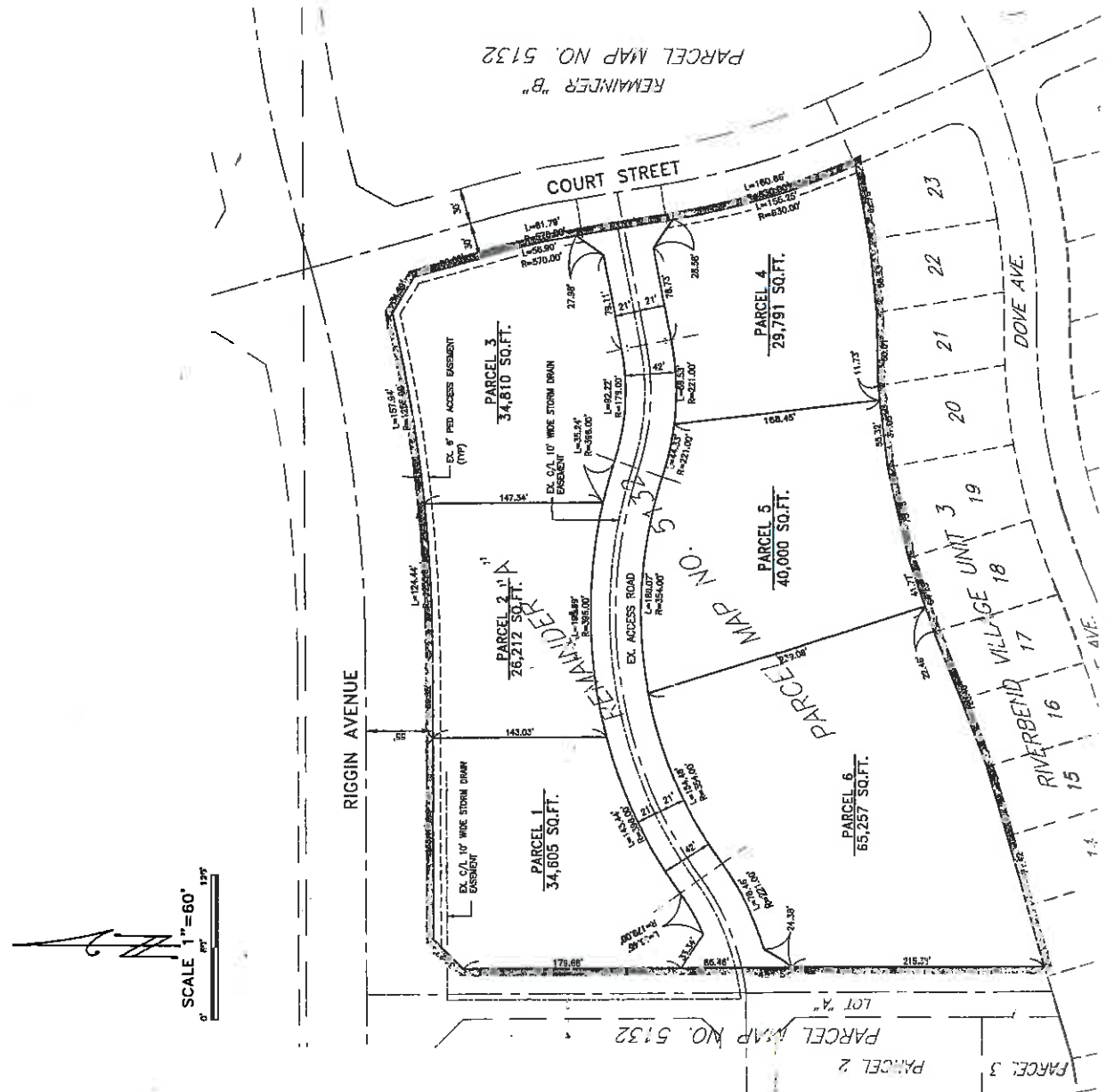
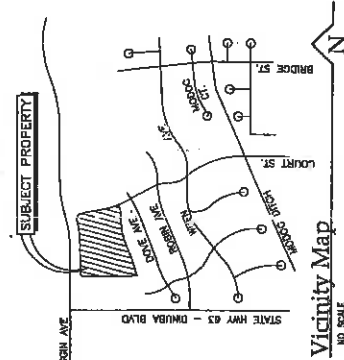


Exhibit "A"

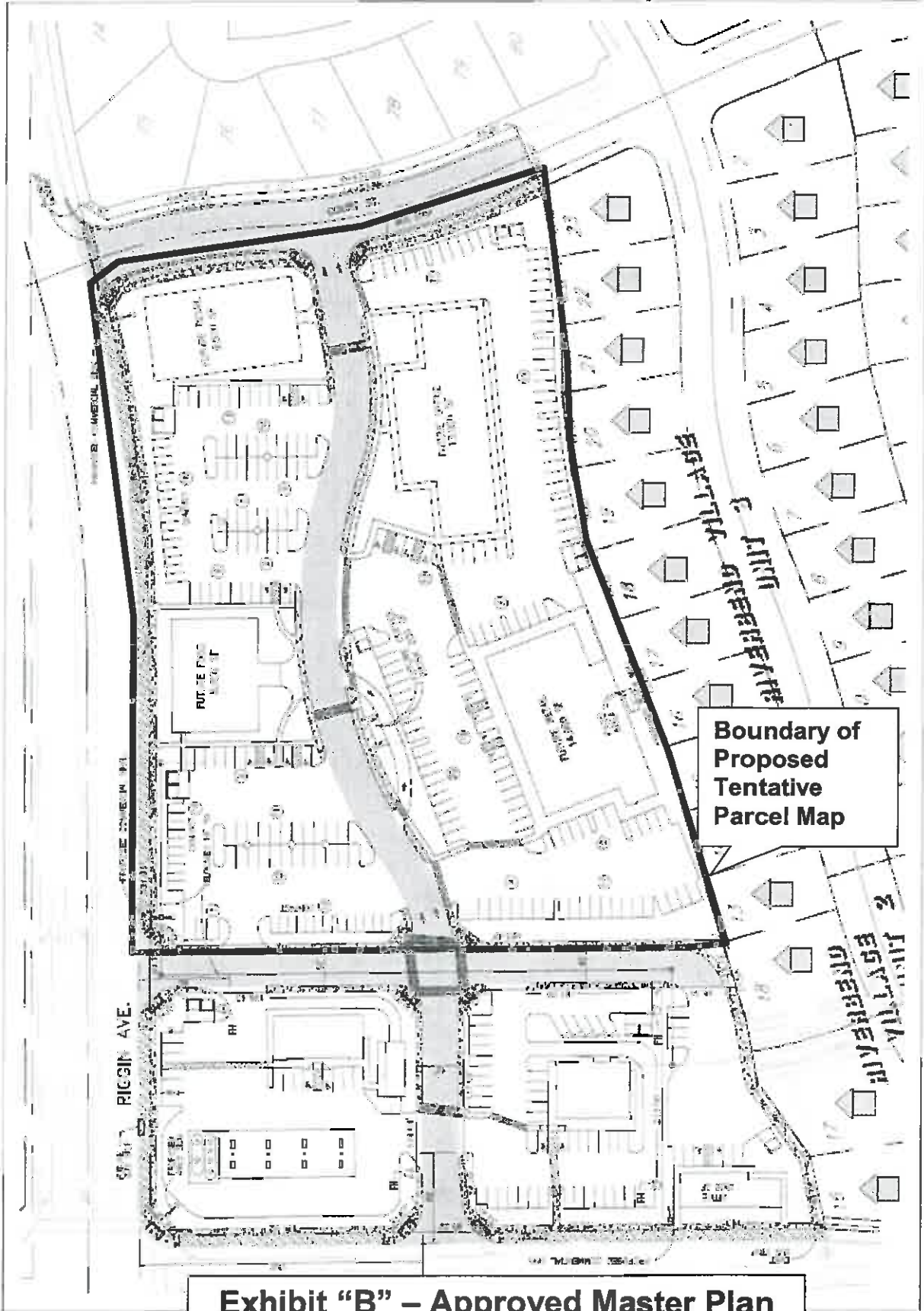


Exhibit "B" – Approved Master Plan
 Adapted from Riverbend Village Design
 Guidelines and Engineering Standards, Page 3



**City of Visalia - First Addendum to Initial Study/Mitigated Negative Declaration
Document No. 2013-54**

DESCRIPTION OF PROJECT: Subdivision of the Riverbend Village master-planned development, consisting of (a) Conditional Use Permit No. 2015-21, a request to establish a planned unit development with commercial and office uses containing lots without public street frontage in the C-SO (Shopping / Office Commercial) zone, and (b) Tentative Parcel Map No. 2015-04, a request to subdivide 5.93 acres into 6 parcels and one lot held in common in the C-SO (Shopping / Office Commercial) zone.

PROJECT LOCATION: The site is located within the Riverbend Village master-planned development, on the southeast corner of Dinuba Boulevard (State Route 63) and Riggins Avenue in the City of Visalia, County of Tulare. (APN: 091-010-040 [portion]).

SUMMARY

This document is an addendum to Initial Study/Mitigated Negative Declaration Document No. 2013-54 originally prepared for the development and subdivision of the Riverbend Village master-planned development and its related entitlements. The decision to prepare an addendum was based on the original document's adequate analysis with regard to the revised project description. In accordance with CEQA Guidelines Section 15164(a), none of the conditions described in CEQA Guidelines Section 15162 which would require the preparation of a Subsequent EIR, Negative Declaration, or Supplemental EIR have been met.

This addendum is being prepared to include Tentative Parcel Map No. 2015-04 and Conditional Use Permit No. 2015-21 into the project description. These entitlements will allow the creation of additional parcels in the master-planned development. No changes will be made to the development plan itself. The change to the Initial Study/Mitigated Negative Declaration's project description is minor and is supported by evidence in the record.

This addendum shall be attached to and considered with Initial Study / Mitigated Negative Declaration No. 2013-54, which was prepared for the development and subdivision of the Riverbend Village master-planned development, and was adopted by the Visalia City Council on September 3, 2013. The Initial Study / Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA), and disclosed that environmental impacts are determined to be not significant for the project if mitigation specified in the document is carried out.

DECISION TO PREPARE AN ADDENDUM PURSUANT TO CEQA GUIDELINES, SECTION 15162

According to CEQA Guidelines Section 15162, a subsequent Negative Declaration is required if one or more of three criterion have occurred. These criterion generally involve substantial changes proposed in the project or occurring with respect to the circumstances under which the project is taken that warrant major revisions to the Mitigated Negative Declaration due to new or increased significant environmental effects, or the revealing of new information of substantial importance that was not and could not have reasonably been known previously that show an increased significant impact from the project.

The City's evaluation of the proposed project has determined that a further subdivision of land that was previously considered and approved for a master-planned development is not a substantial change that brings about a new significant environmental impact or significantly increases the severity of an environmental impact. Also, no new information has arisen since

City of Visalia - First Addendum to Initial Study/Mitigated Negative Declaration
Document No. 2013-54


the approval of Mitigated Negative Declaration No. 2013-54 regarding the project or its site conditions that warrant a change in environmental effects.

Staff is making the following findings for the First Addendum to Initial Study/Mitigated Negative Declaration Document No. 2013-54:

FINDINGS

1. That the inclusion of (a) Conditional Use Permit No. 2015-21, a request establish a planned unit development with commercial and office uses containing lots without public street frontage in the C-SO (Shopping / Office Commercial) zone, and (b) Tentative Parcel Map No. 2015-04, a request to subdivide 5.93 acres into 6 parcels and one lot held in common in the C-SO (Shopping / Office Commercial) zone, constitute a minor change to the project description and none of the conditions which would require the preparation of a Subsequent Mitigated Negative Declaration have occurred, Guidelines Section 15164(a).
2. That no changes have occurred since Initial Study/Negative Declaration No. 2013-54 was approved that would change the outcome of the previous Initial Study.

Addendum to Initial Study/Mitigated Negative Declaration No. 2013-54 prepared by:



Brandon Smith, AICP
Senior Planner
City of Visalia Planning Division

8/17/15

Date

SUPPORTING DOCUMENTATION

The following documents are hereby incorporated into this Addendum 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.
- Acoustical Analysis for Proposed Wendy's at Riverbend Center, Dinuba Boulevard and

City of Visalia - First Addendum to Initial Study/Mitigated Negative Declaration
Document No. 2013-54

- Riggin Avenue, Visalia, California. July 25, 2011, Brown-Buntin Associates, Inc.
- Riverbend Commercial Center Transportation Impact Analysis Report in the City of Visalia, Final Report. October 2012, Omni-Means, LTD.
- Letter of correspondence from David Deel, Department of Transportation (CalTrans), District 6. March 13, 2012 and August 1, 2012.
- California Emissions Estimator Model (CalEEMod) Report, Riverbend Commercial Center, Visalia, California, Phases 1 and 2. July 11, 2012. Forester, Weber & Associates.
- Lighting Proposal for Arco. January 26, 2012, LSI Industries.
- Lighting Proposal for Wendy's. <No date or author information available>

MITIGATED NEGATIVE DECLARATION

Project Title: Development and subdivision of the Riverbend Commercial Center, consisting of General Plan Amendment No. 2011-14, Change of Zone No. 2011-15, Tentative Parcel Map No. 2013-01, and Conditional Use Permit No. 2013-25

Project Description:

General Plan Amendment No. 2011-14 is a request to change the General Plan land use designation from Residential Low Density to Shopping/Office Commercial on 9.8 acres.

Change of Zone No. 2011-15 is a request to change the Zoning Designation from Single-family Residential (R-1-6) to Planned Shopping / Office Commercial (C-SO) on 9.8 acres.

Tentative Parcel Map No. 2013-01 is a request to divide 16.47 acres into three parcels, one lettered lot held in common, and two remainder parcels.

Conditional Use Permit No. 2013-25 is a request to allow a master-planned commercial development on 9.8 acres; consisting of 55,701 sq. ft. of commercial and office uses in the Planned Shopping / Office Commercial (C-SO) Zone. The first phase of the development will consist of a 4,524 sq. ft. gasoline service station, 1,038 sq. ft. automated car wash, 3,061 sq. ft. convenience store, and 3,302 sq. ft. fast food restaurant with drive-thru service.

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

- Acquisition and development of rights-of-way for Dinuba Blvd. (State Highway 63), Riggins Avenue, and Court Street within and adjacent to the subject area;
- Abandonment of right-of-way for a portion of Encina Street adjacent to the subject area.

The project is a request by Bridgecourt Homes Limited Partnership.

Project Location: The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggins Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 091-010-040)

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

Attachments:

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

DECLARATION OF NO SIGNIFICANT EFFECT:

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

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

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

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

APPROVED
Paul Scheibel, AICP
Environmental Coordinator

By: 

Date Approved: July 17, 2013

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: The project consists of the development and subdivision of the Riverbend Commercial Center, consisting of General Plan Amendment No. 2011-14, Change of Zone No. 2011-15, Tentative Parcel Map No. 2013-01, and Conditional Use Permit No. 2013-25

General Plan Amendment No. 2011-14 is a request to change the General Plan land use designation from Residential Low Density to Shopping/Office Commercial on 9.8 acres.

Change of Zone No. 2011-15 is a request to change the Zoning Designation from Single-family Residential (R-1-6) to Planned Shopping / Office Commercial (C-SO) on 9.8 acres.

Tentative Parcel Map No. 2013-01 is a request to divide 16.47 acres into three parcels, one lettered lot held in common, and two remainder parcels.

Conditional Use Permit No. 2013-25 is a request to allow a master-planned commercial development on 9.8 acres, consisting of 55,701 sq. ft. of commercial and office uses in the Planned Shopping / Office Commercial (C-SO) Zone. The first phase of the development will consist of a 4,524 sq. ft. gasoline service station, 1,038 sq. ft. automated car wash, 3,061 sq. ft. convenience store, and 3,302 sq. ft. fast food restaurant with drive-thru service.

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

- Acquisition and development of rights-of-way for Dinuba Blvd. (State Highway 63), Riggin Avenue, and Court Street within and adjacent to the subject area;
- Abandonment of right-of-way for a portion of Encina Street adjacent to the subject area.

The project is a request by Bridgecourt Homes Limited Partnership.

The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggin Avenue, situated within the City limits of Visalia, County of Tulare, State of California. (APN: 091-010-040)

B. Identification of the Environmental Setting:

The project is located on the southeast corner of two improved arterial roadways. The east boundary of the site is defined by a property line and not by a natural or manmade feature. The south boundary of the site is defined by existing single-family residential homes. Riggin Avenue, a four-lane arterial status road, defines the north side of the site. Dinuba Boulevard, a four-lane arterial status road designated as State Route 63 at this location, defines the west side of the site. Court Street is a future two-lane collector status road that is planned by the Visalia Circulation Element to be constructed through the site, connecting the two existing segments of Court Street to the north and south. 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:	Riggin Avenue; C-CM (Community Commercial) zone / Developed commercial retail center; R-M-2 zone (Multi-Family Residential) / Vacant land with pending application for 122-unit apartment housing development
South:	R-1-6 (Single-Family Residential) zone / Riverbend Village Unit No. 3 single-family tract subdivision
East:	R-1-6 (Single-Family Residential) zone / Vacant land with approved entitlement for single-family tract subdivision
West:	Dinuba Boulevard (State Route 63); R-1-6 (Single Family Residential) zone /

Fairview Village Unit No. 5

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

C. Plans and Policies: The 9.8-acre project site currently has a Land Use Designation of Residential Low Density and a Zoning Designation of R-1-6 (Single Family Residential, 6,000 sq. ft. minimum lot size).

The site's proposed Land Use Designation is Commercial Shopping Office, and the proposed Zoning Designation is C-SO (Shopping Office Commercial). This zoning allows for commercial / retail center shown in the proposed project by right in the zone. The specific uses of a gas station, convenience store, car wash, and restaurant with drive-through service are allowed subject to the approval of a conditional use permit.

The proposed change in land use and zoning from Single-Family Residential to Shopping / Office Commercial can be considered at this location based on the site's proximity to arterial-designated streets and other neighborhood and community-level commercial uses. The proposed designation would be consistent with the community-level commercial uses that are located at adjacent corner intersections north of the site. At the same time, the proposed change would be consistent with similarly-designated areas located further south on Dinuba Boulevard, and would provide for services that serve existing and future residential neighborhoods adjacent to the site. The City of Visalia's existing plans and policies specifically address the allowance of concentrated commercial development provided that it is developed consistent with and has minimal impacts upon adjacent land uses (City of Visalia Land Use Element Policies 3.5.1, 3.5.2).

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

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

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

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

The proposed project is consistent with the intent of being able to reclassify land use designations on properties where the proposed designation does not conflict with the intent and standards of the Zoning Ordinance or the policies of the Land Use Element of the General Plan. Furthermore, the uses to be developed under the proposed project would be consistent with the Zoning Ordinance and the Land Use Element of the General Plan for this location.

II. ENVIRONMENTAL IMPACTS

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

III. MITIGATION MEASURES

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

- **Greenhouse Gas Emissions** – The proposed project will result in the generation of Greenhouse Gas emissions causing an incremental impact on the environment in the long term. In response to this, a combination of measures approved by the San Joaquin Valley Air Pollution Control District (SJVAPCD) will be incorporated into the proposed project that will reduce the significance of the impact of Greenhouse Gas emissions. These measures are in addition to existing State, Regional, and City regulations already in effect which reduce the cumulative impact of these emissions.

Therefore, to ensure that there will not be significant impacts to Greenhouse Gases in association with the project, the project shall be developed with Mitigation Measures 1.1 through 1.5. The mitigation is included as an attachment to the Mitigated Negative Declaration.

- **Transportation / Traffic** – A Transportation Impact Analysis prepared for the proposed project (ref.: Riverbend Commercial Center Transportation Impact Analysis Report in the City of Visalia, Final Report. August 2012, Omni-Means, LTD.) has concluded that roadway operating conditions for intersections and roadways in the vicinity of the project area either are or will be significantly impacted with the addition of the proposed project. To ensure that intersections and roadways will operate at acceptable LOS “D” or better through the year 2035, the Analysis Report recommends mitigation to be incorporated into the project.

Therefore, to ensure that there will not be significant impacts to transportation / traffic in association with the project, the project shall be developed with the Mitigation Measure 2.1 as described in the “Recommended Mitigation Measures” section (page 29) of the above-referenced Transportation Impact Analysis. The mitigation is included as an attachment to the Mitigated Negative Declaration.

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

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

IV. MITIGATION MONITORING PROGRAM

<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
Greenhouse Gas Emissions Mitigation Measure 1.1: An on-site pedestrian access network that internally links all buildings / uses and connects to existing and planned public sidewalks shall be developed on the commercial-zoned site.	Project Applicant	Mitigation shall be enforced and carried out as part of the project's design and construction. Pedestrian paths shall be extended to join any new building or land use as it is constructed on the project site. The pedestrian network shall be completed among finished uses prior to operation of the finished uses on the project site.
Greenhouse Gas Emissions Mitigation Measure 1.2: Pedestrian barriers which impede pedestrian and bicycle access and inter-connectivity shall be minimized.	Project Applicant	Mitigation shall be enforced and carried out as part of the project's design and construction.
Greenhouse Gas Emissions Mitigation Measure 1.3: Shade and/or light-colored materials shall be provided on at least 30% of the site's non-roof impervious surfaces including parking lots.	Project Applicant	Mitigation shall be enforced and carried out as part of the project's design and construction. The relief measures shall be completed among finished uses prior to operation of the finished uses on the project site.
Greenhouse Gas Emissions Mitigation Measure 1.4: Exceed Title 24 requirements affiliated with all buildings / uses on the project site by at least 20%.	Project Applicant	Mitigation shall be enforced and carried out as part of the project's design and construction.
Greenhouse Gas Emissions Mitigation Measure 1.5: Any off-road diesel vehicles used during construction of the project shall comply with with Title 13, CCR, Section 2449.	Project Applicant	Mitigation shall be enforced and carried out as part of the project's construction.
Traffic Impact Mitigation Measure 2.1: A raised median shall be installed on Dinuba Boulevard (State Route 63) between Riggin Avenue and approximately 450 feet south of Riggin Avenue to restrict access on the project driveways. The raised median shall allow for right turn only into and out of the project site.	Project Applicant	Mitigation shall be enforced and carried out during the project's construction, and shall be completed prior to operation of any commercial business on the project site with frontage on Dinuba Boulevard.

V. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

VI. SUPPORTING DOCUMENTATION

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

- City of Visalia General Plan Land Use Element. City of Visalia. September 1991, revised June 1996.
- City of Visalia General Plan Land Use Element Final Environmental Impact Report (SCH EIR No. 90020160). City of Visalia, September 3, 1991.
- Visalia City Council Resolution 91-105 (Certifying the EIR for the City of Visalia General Plan Land Use Element Update), passed and adopted September 3, 1991.

- City of Visalia General Plan Circulation Element. City of Visalia. April 2001.
- City of Visalia General Plan Circulation Element Final Environmental Impact Report (SCH EIR No. 95032056). VRPA Technologies, February 26, 2001.
- Visalia City Council Resolution 2001-19 (Certifying the EIR for the City of Visalia General Plan Circulation Element Update), passed and adopted April 2, 2001.
- City of Visalia General Plan Conservation, Open Space, Recreation & Parks Element. City of Visalia. June 1989.
- Visalia Municipal Code, Title 17 (Zoning Ordinance)
- California Environmental Quality Act Guidelines
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Acoustical Analysis for Proposed Wendy's at Riverbend Center, Dinuba Boulevard and Riggin Avenue, Visalia, California. July 25, 2011, Brown-Buntin Associates, Inc.
- Riverbend Commercial Center Transportation Impact Analysis Report in the City of Visalia, Final Report. October 2012, Omni-Means, LTD.
- Letter of correspondence from David Deel, Department of Transportation (CalTrans), District 6. March 13, 2012 and August 1, 2012.
- California Emissions Estimator Model (CalEEMod) Report, Riverbend Commercial Center, Visalia, California, Phases 1 and 2. July 11, 2012. Forester, Weber & Associates.
- Lighting Proposal for Arco. January 26, 2012, LSI Industries.
- Lighting Proposal for Wendy's. <No date or author information available>

VII. NAME OF PERSON WHO PREPARED INITIAL STUDY



Brandon Smith, AICP
Senior Planner



Paul Scheibel, AICP
Environmental Coordinator

**INITIAL STUDY
 ENVIRONMENTAL CHECKLIST**

Name of Proposal	Development and subdivision of the Riverbend Commercial Center, consisting of General Plan Amendment No. 2011-14, Change of Zone No. 2011-15, Tentative Parcel Map No. 2013-01, and Conditional Use Permit No. 2013-25		
NAME OF PROPONENT:	Bridgecourt Homes L.P.	NAME OF AGENT:	Forester, Weber & Associates, LLC
Address of Proponent:	P.O. Box 336 Glendora, CA 91740	Address of Agent:	1620 W. Mineral King Avenue Visalia, CA 93291
Telephone Number:	(626) 852-7616	Telephone Number:	(559) 732-0102
Date of Review	July 17, 2013	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

Would the project:

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

II. AGRICULTURAL RESOURCES

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

- 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:

- 1 a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 1 b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 1 c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 1 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

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

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

- 1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 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?

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?

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

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:

- 1 a) Physically divide an established community?
- 1 b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- 1 c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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?

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?

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?

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?

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?
- 3 b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- 1 c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- 1 d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 1 e) Result in inadequate emergency access?
- 1 f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

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?

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?

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

- 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?

XVII. 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 new commercial and office construction which will meet City standards for setbacks, landscaping and 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.

- b. There are no scenic resources on the site.
- c. The proposed project includes commercial buildings that will be aesthetically consistent with surrounding development and with General plan policies. Furthermore, the City has development standards related to landscaping and other amenities that will ensure that the visual character of the area is enhanced and not degraded. Thus, the project would not substantially degrade the existing visual character of the site and its surroundings.
- d. The project will create some new sources of light that is typical of urban development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties.

In addition, photometric light studies have been provided for the two land uses that have been designed for the site – the gas station / convenience store / car wash and the drive-through restaurant. The studies illustrate that based on the lighting schedule associated with each use, the number of lumens associated with the on-site lighting for these uses will not exceed 0.5 lumens beyond property lines into adjacent residential uses. This standard has been determined by the City to be the threshold for an acceptable amount of light at property line.

Enforcement of the City's development standards, which are in part demonstrated in the light studies provided with the project, reduce potential impacts to a level that is less than significant. No further mitigation is required.

II. AGRICULTURAL RESOURCES

- a. The project site was previously considered as converted agricultural land being a remnant of the division and development of the adjacent residential subdivisions. The site has not been in agricultural production for the past ten years.
- 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 any changes that would promote or result in the conversion of farmland to non-agriculture use. Properties within the project area already contain an urban land use designation. Properties which are vacant and currently do not contain urban land uses are already able to develop at any time.

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 and exhaust due to construction and 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 and exhaust due to construction and 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. Residences located near the proposed project may be exposed to pollutant concentrations due to construction activities. The use of construction equipment will be temporary and is subject to SJVAPCD rules and regulations. The impact is considered as less than significant.
- e. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people.

IV. BIOLOGICAL RESOURCES

- a. As described in the Identification of the Environmental Setting contained within the Initial Study, the project site has been vacant for over ten years and has not been cultivated during this time. The site is located on the southeast corner of two improved arterial roadways. The site is bound by vacant land to the east and an existing single-family residential subdivision to the south. The site is bound on the west by Dinuba Boulevard, and beyond that an existing single-family residential subdivision. The site is bound on the north by Riggan Avenue, and beyond that an existing commercial retail center.

City-wide biological resources were evaluated in the EIR for the City of Visalia Land Use Element Update for conversion to urban use. In addition, staff had conducted an on-site visit to the site in April 2012 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

In conclusion, the site has no known species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project would therefore not have a substantial adverse effect on a sensitive, candidate, or special species.

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

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. If some potentially historical or cultural

resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

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

VI. GEOLOGY AND SOILS

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

VII. GREENHOUSE GAS EMISSIONS

- a. The project is expected to generate GreenHouse Gas (GHG) emissions in the short-term as a result of construction emissions and in the long-term as a result of 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 Forester Weber & Associates, July 11, 2012.

According to the report, Phase 1 of the project consisting of development on the proposed Parcels 1 through 3 is expected to generate a total of 135.27 metric tons of carbon dioxide equivalent emissions (CO₂E) associated with construction, and a total of 2,130.54 metric tons of CO₂E associated with operation.

The report further reveals that a strong majority of the CO₂E emissions associated with annual operations

(2,020.67 metric tons) will result from mobile sources or vehicle trips associated with the uses. A majority of the Vehicle Miles Traveled (VMT) associated with the convenience market and fast food restaurant 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.

Phase 2 of the project represents future development of the project's Remainder parcel. For the purposes of the GHG emissions associated with future development on the site, land uses and square footages corresponding to the conceptual future development shown on the project site plan were utilized in the CalEEMod report prepared for the project. Phase 2 of the project with conceptual land uses is expected to generate a total of 591.07 metric tons of CO₂E associated with construction, and a total of 2,617.57 metric tons of CO₂E associated with operation. The calculations are intended to represent emission estimations based on a theoretical development of the site with land uses in accordance with the proposed zoning designation of Shopping-Office Commercial (C-SO). Thus, it should be noted that the types and amounts of specific land uses on the remainder parcel are likely to vary from the conceptual development shown on the site plan, and that emissions will change based on actual uses developed in accordance with the C-SO zoning.

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 an approximately 8.63% reduction of GHG emissions.

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

- Proximity to existing Class I and Class II bicycle lanes located on Dinuba Blvd., Ferguson Ave., and the St. Johns River shared use path;
- Transit service within ¼ mile of project on Dinuba Boulevard;
- Proximity of suburban mixed uses (residential development, retail development, park and open space) within ¼ mile.

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 a schools site located one-quarter mile from the project site. However, there is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites or areas within one-quarter mile of school sites.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The City's adopted Airport Master Plan shows the project area is located outside of all Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within 2 miles of a public airport.

- f. The project area is not within the vicinity of any private airstrip.
- g. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.
- h. There are no wild lands within or near the project area.

IX. HYDROLOGY AND WATER QUALITY

- a. The project will not violate any water quality standards of waste discharge requirements. The site is a proposed commercial development which will meet the City's improvement standards for directing storm water runoff to the existing City storm water drainage system, consistent with the City's adopted City Storm Drain Master Plan.
- b. The project will not substantially deplete groundwater supplies in the project vicinity. The project site will be served by a water lateral for domestic, irrigation, and fire protection use.
- c. The project will not result in substantial erosion on- or off-site.
- d. The project will not substantially alter the existing drainage pattern of the site or area, alter the course of a stream or river, or substantially increase the rate or amount of

surface runoff in a manner which would result in flooding on- or off-site.

- e. The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The site is a proposed commercial development which will meet the City's improvement standards for directing storm water runoff to the existing City storm water drainage system, consistent with the City's adopted City Storm Drain Master Plan.
- f. There are no reasonably foreseeable reasons why the project would result in the degradation of water quality.
- g. The project area is located within Zones X and X02, which indicates an area that is not within flood hazard area.
- h. The project area is located within Zones X and X02, which indicates an area that is not within a flood hazard area.
- i. The project would not expose people or structures to risks from failure of levee or dam.
- j. Seiche and tsunami impacts do not occur in the Visalia area. The site is relatively flat, which will contribute to the lack of impacts by mudflow occurrence.

X. LAND USE AND PLANNING

- a. The project will not physically divide an established community.
- b. 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 site is currently designated for residential uses according to the General Plan land use map and the Zoning map of the City of Visalia. The project entails changing the designations toward Shopping and Office Commercial, which requires a General Plan Amendment and Change of Zone. The project's request to change the land use and zoning designations does not conflict with the intent and standards of the Zoning Ordinance or the policies of the Land Use Element of the General Plan. Furthermore, the land uses planned for the site would be consistent with the Zoning Ordinance and the Land Use Element of the General Plan for this location. Changes to noise, traffic, and light in association with this project are addressed elsewhere in the initial study.

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

XI. MINERAL RESOURCES

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

XII. NOISE

- a. The project will result in noise generation typical of urban development, but not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. Traffic and related noise impacts from the proposed

project will occur along Dinuba Boulevard and Riggin Avenue, existing fully-improved arterial roadways which run along the frontages of the site. The City's standards for setbacks and/or construction of walls along major streets will reduce noise levels to a level that is less than significant. Noise levels will also increase temporarily during the construction of the project but shall remain within the noise limits and restricted to the allowed hours of construction defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.

A noise analysis was prepared for the proposed restaurant with drive-through service which shows that the City of Visalia Community Noise Standards will be met, and that no additional mitigation measures are identified for the restaurant with drive-through service beyond what is shown for development on the site plan.

- b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the project. Construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus the impacts will be less than significant. There are no existing uses near the project area that create ground-borne vibration or ground-borne noise levels.
- c. Ambient noise levels will increase beyond current levels as a result of the project, however these levels will be typical of noise levels associated with urban development and not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The City's standards for setbacks and/or construction of walls along major streets and adjacent to residential uses reduce noise levels to a level that is less than significant. Noise associated with the establishment of new urban uses was previously evaluated with the General Plan for the conversion of land to urban uses.
- d. Noise levels will increase during the construction of the project but shall remain within the limits defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.
- e. The project area is not within 2 miles of a public airport. The project will not expose people residing or working in the project area to excessive noise levels.
- f. There is no private airstrip near the project area.

XIII. POPULATION AND HOUSING

- a. The project 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.
- 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 54 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 not directly generate new residents and will therefore not 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 indirectly associated with on-site employment will pay impact fees to mitigate impacts.
- b. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment.

XVI. TRANSPORTATION AND TRAFFIC

- a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system. The project will result in an increase in traffic levels on arterial and collector roadways, although the City of Visalia's Circulation Element has been prepared to address this increase in traffic.
- b. Development of the site will result in increased traffic in the area, but will not 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 Traffic Impact Analysis Report was conducted for the project, dated August 2012, which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and year 2035 base conditions, with and without the project conditions. The analysis identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project will operate at acceptable LOS "D" conditions or better through 2035.

Among the recommended mitigation measures in the Analysis were measures that address existing roadway conditions where operating conditions are below acceptable standards.

The intersection of Riggin Avenue and Giddings Street, located one-half mile to the west of the project site, is recommended for the installation of a traffic signal with

northbound and southbound left turn channelization. This intersection is already identified for future improvements by the City of Visalia Circulation Element, specifically for controlled movements at the intersection.

The intersection of Robin Avenue and Dinuba Boulevard, located 350 feet to the south of the project site, is noted by the Report to currently operate at LOS "E" conditions during the PM peak hour. However, the intersection does not meet the peak hour warrant.

The City has determined that the development and operation of the proposed project in itself does not warrant immediate improvements to these intersections at this time. The City of Visalia will therefore continue to monitor and evaluate these intersections and carry out improvements for controlled movements when such measures are critically necessary.

The City of Visalia will also continue to monitor and evaluate the Ferguson Avenue and Dinuba Boulevard intersection located one-half mile to the south of the project site, which according to the Report may exceed the queuing capacity for the eastbound left turning movements and would therefore need to be restriped to accommodate additional queuing. Following monitoring and evaluation, the City will carry out improvements for queuing when such measures are critically necessary.

A recommended mitigation of the Analysis proposes placing a raised median on Dinuba Boulevard adjacent to the project site. The raised median will be a required mitigation with the construction of Phase 1 of the project that includes the service station and restaurant, and is further described in the Mitigation Measures section of the Initial Study. This mitigation will assist in lessening congestion levels and improving safety at the major project driveway on Dinuba Boulevard, and will prevent any left-turn movements into or out of the site.

The Riggan Avenue and Court Street intersection, located at the northeast corner of the development project, has been identified for the installation of stop signs at the eastbound and westbound approaches in order to meet acceptable operating conditions under year 2035 base conditions. The City of Visalia will therefore continue to monitor and evaluate this intersection and carry out improvements for controlled movements when such measures are critically necessary.

Court Street between Dove Avenue and Riggan Avenue, is currently unconstructed on the project site but will be constructed with or prior to buildout of the project site. The City's Circulation Element policies and development regulations will ensure that Court Street, a designated Collector street, will be extended to accommodate through traffic where it abuts the project site.

- c. The project will not result in nor require a need to change air traffic patterns.
- d. There are no planned designs that are considered hazardous.
- e. The project will not result in inadequate emergency access.

- f. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

XVII. UTILITIES AND SERVICE SYSTEMS

- a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed project will therefore not cause significant environmental impacts.
- b. The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- c. The project site will be accommodated by existing City storm water drainage lines that handle on-site and street runoff. Usage of these lines is consistent with the City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.
- d. California Water Service Company has determined that there are sufficient water supplies to support the site, and that service can be extended to the site.
- e. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.
- f. Current solid waste disposal facilities can adequately serve the site without a need for alteration.
- g. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

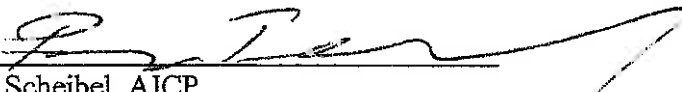
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

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



Paul Scheibel, AICP
Environmental Coordinator

July 17, 2013

Date

Riverbend Commercial Center
Transportation Impact Analysis
Report in the City of Visalia

Final Report
October 2012

Prepared for
Forester, Weber &
Associates, L.L.C.

Prepared By:



**RIVERBEND COMMERCIAL CENTER
TRANSPORTATION IMPACT ANALYSIS REPORT
IN THE CITY OF VISALIA**

FINAL REPORT

**Prepared For:
FORESTER, WEBER & ASSOCIATES, L.L.C.**

**Prepared By
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October 2012

**55-3059-01
(R1509TS005.DOC)**

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INTRODUCTION

This report has been prepared to present the results of a traffic study prepared by OMNI-MEANS for a proposed retail Phase I development in the City of Visalia. The development, herein called project, is located at the southeast corner of Riggin Avenue/Dinuba Boulevard (also called State Route 63) in the City of Visalia (reference Figure 1). According to the site plan, this proposed project contains 9.25 acres of Phase I space, including restaurants, a gas station, office space, and retail uses.

This study will include a two-phased approach. Phase I is proposed to consist of a Wendy's Restaurant and an ARCO gas station with a convenience market and a car wash. The second phase will provide for additional Phase I development with office space, another restaurant, and other retail uses. This will be analyzed in the 2035 cumulative analysis conditions.

EXISTING ROADWAY SYSTEM

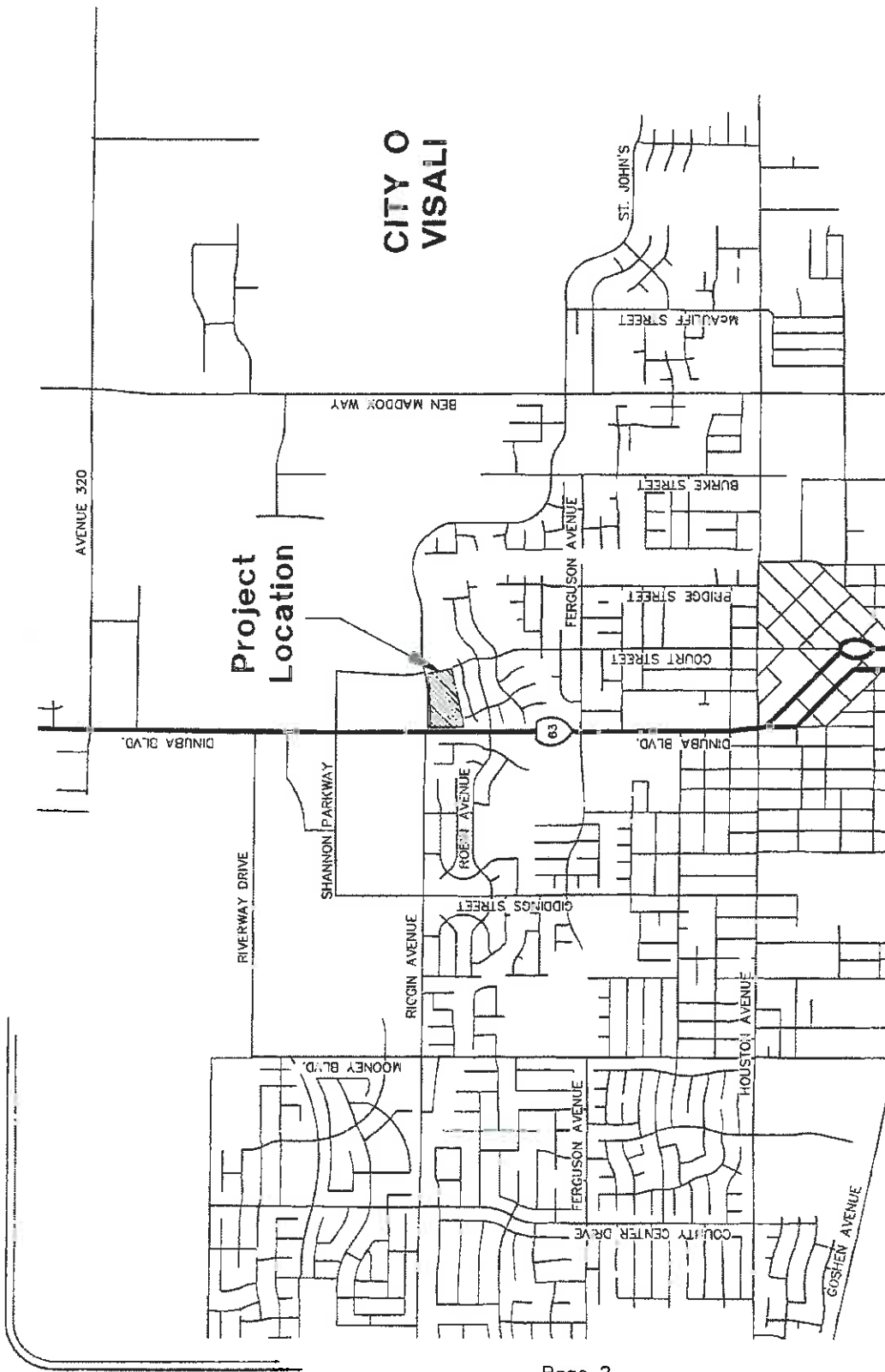
Roadways that provide primary circulation in the vicinity of the project site include Riggin Avenue, Dinuba Boulevard (State Route 63), Court Street, Shannon Parkway, Robin Avenue, Ferguson Avenue, St. John's Parkway, Giddings Street, and Ben Maddox Way.

Riggin Avenue is an east-west arterial in Visalia that extends from the community of Goshen to Thomas Street where it heads south and turns into St. Johns Parkway. This roadway is two-lanes west of Conyer Street and four-lanes east of Conyer Street until it merges into St. Johns Parkway. Riggin Avenue serves industrial uses in northwest Visalia and residential, retail and commercial uses along the corridor.

Dinuba Boulevard (State Route 63) is a major north-south four-lane arterial that extends from Houston Avenue north through the city limits. State Route 63 ultimately begins at State Route 137 in the City of Tulare and ends in Fresno County. State Route 63 is known as Mooney Boulevard in Visalia until it reaches State Route 198, where it is diverted east and picked up again at Court Street north of State Route 198. Dinuba Boulevard becomes State Route 63 north of Houston Avenue and serves residential, commercial and retail uses throughout the project study area.

Court Street is a north-south roadway that runs parallel to and east of Dinuba Boulevard and will be a future driveway for the project. This roadway is planned to be extended through the project area between Dove Avenue and Riggin Avenue. In the study area, this roadway is two-lanes and primarily serves residential land uses.

Shannon Parkway, Sedona Avenue (Future), Robin Avenue, Ferguson Avenue, St. John's Parkway, Giddings Street and Ben Maddox Way are other local facilities that provide circulation for this project and are analyzed in this report at the study intersections.



Riverbend Commercial Center TIAR

Project Vicinity Map

EXISTING TRAFFIC VOLUMES

Based upon OMNI-MEANS' understanding of the project, the following existing intersections were identified as critical intersections for this study.

- Shannon Parkway/State Route 63
- Riggin Avenue/N. Giddings Street
- Riggin Avenue/Dinuba Boulevard (State Route 63)
- Riggin Avenue/Court Street
- Robin Avenue/State Route 63
- Ferguson Avenue/State Route 63
- St. John's Parkway/Ben Maddox Way
- Sedona Avenue/State Route 63 (Future Only)
- Project Driveways

At the study intersections, existing weekday AM and PM peak-hour traffic volume counts were conducted by Metro Traffic Data in April 2011 while schools were in session. The AM peak hour is defined as one-hour of peak traffic flow counted between 7:00 AM and 9:00 AM and the PM peak hour is defined as one-hour of peak traffic flow counted between 4:00 PM and 6:00 PM. Figure 2 shows the existing AM and PM peak hour intersection traffic volumes and Figure 3 identifies existing lane geometrics and control at the study intersections.

LEVEL OF SERVICE METHODOLOGY

Traffic operations have been quantified through the determination of "Level of Service" (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. LOS was calculated for different intersection control types using the methods documented in the *Highway Capacity Manual 2000 (HCM 2000)*. LOS definitions for different types of intersection controls are outlined in Table 1.

The City of Visalia General Plan Circulation Element has designated LOS "D" as the minimum acceptable LOS standard on City facilities in general. In this report, a peak-hour of LOS "D" is taken as the threshold for acceptable traffic operations at all study intersections. All intersection turning movement volumes and LOS worksheets are contained in the Appendix.

To determine whether "significance" should be associated with unsignalized intersection LOS, a supplemental traffic signal warrant analysis was also performed. The signal warrant criteria employed for this study are presented in the *Manual on Uniform Traffic Control Devices (MUTCD)*. Specifically, this study utilized the Peak-Hour-Volume Warrant 3 (Urban Areas). Though utilization of this warrant may indicate that signalization would be required, the final decision to provide this improvement should be based on further studies utilizing the additional warrants presented in the MUTCD.

TABLE 1
LEVEL OF SERVICE CRITERIA
FOR INTERSECTIONS

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY	STOPPED/D	
				SIGNALIZED	U
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0	
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤ 20.0	>10 and $<$
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and ≤ 35.0	>15 and $<$
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤ 55.0	>25 and $<$
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤ 80.0	>35 and $<$
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0 and > 50.0

References: Highway Capacity Manual 2000

This traffic study generally provides a “planning level” evaluation of traffic operating conditions, which is considered sufficient for California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) purposes. This planning level evaluation has, however, incorporated actual heavy-vehicle adjustment factors, peak hour factors, and signal lost-time factors and reports the resulting intersection delays and LOS as estimated using HCM-2000 methodologies. In this study, a general Peak Hour Factor (PHF) of 0.92 has been applied to the analysis of all study intersections under all analysis scenarios.

The HCM-recommended suburban traffic signal default cycle length of 100 seconds has been used for analysis of future signalized intersections, with 4 seconds of “lost time” per critical signal phase. The *Traffic 8.0* integrated computer software program has been utilized to implement the HCM-2000 analysis methodologies.

EXISTING TRAFFIC OPERATIONS

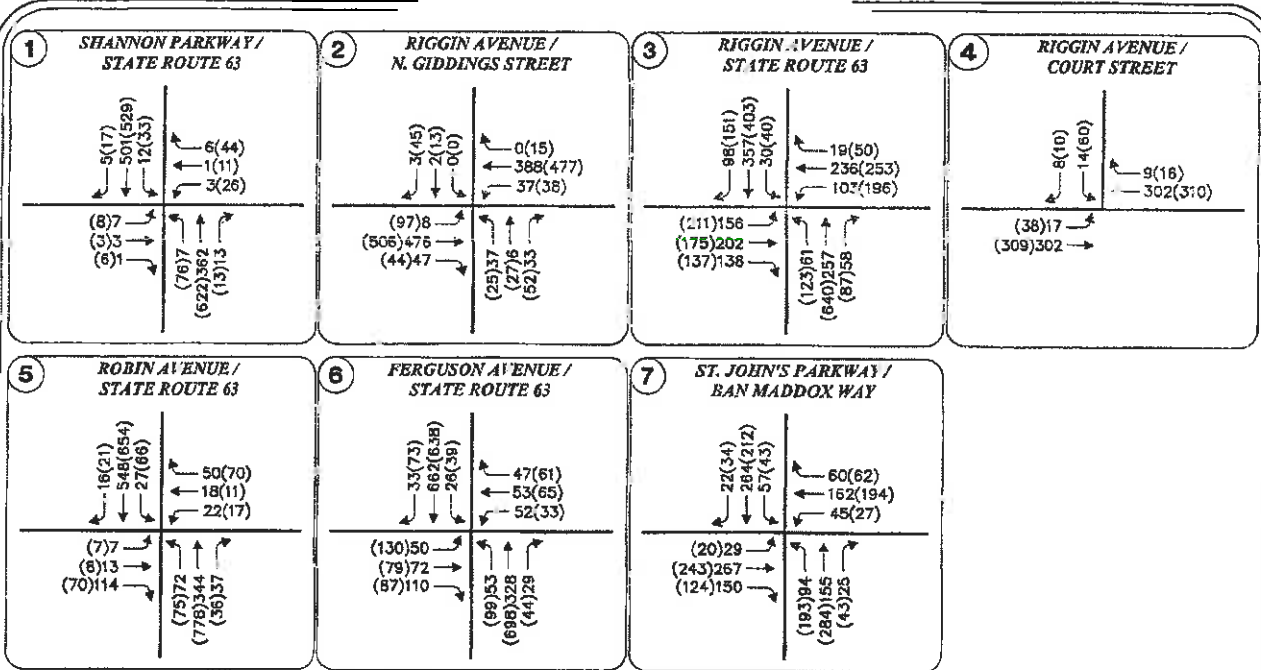
“Existing” peak-hour intersection traffic operations were quantified applying existing traffic volumes (shown on Figure 2) and existing intersection lane geometrics and control (shown on Figure 3). Table 2 presents the “Existing” peak hour intersection LOS.

TABLE 2
EXISTING CONDITIONS:
INTERSECTION LEVELS-OF-SERVICE

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Shannon Parkway/State Route 63	Signal	8.0	A	—	15.7	B	—
2	Riggin Avenue/N. Giddings Street	TWSC	24.4	C	No	63.6	F	No
3	Riggin Avenue/State Route 63	Signal	19.9	B	—	26.5	C	—
4	Riggin Avenue/Court Street	TWSC	11.6	B	No	14.3	B	No
5	Robin Avenue/State Route 63	TWSC	27.2	D	No	83.0	F	No
6	Ferguson Avenue/State Route 63	Signal	15.6	B	—	22.2	C	—
7	St. John's Parkway/Ben Maddox Way	Signal	28.5	C	—	28.4	C	—

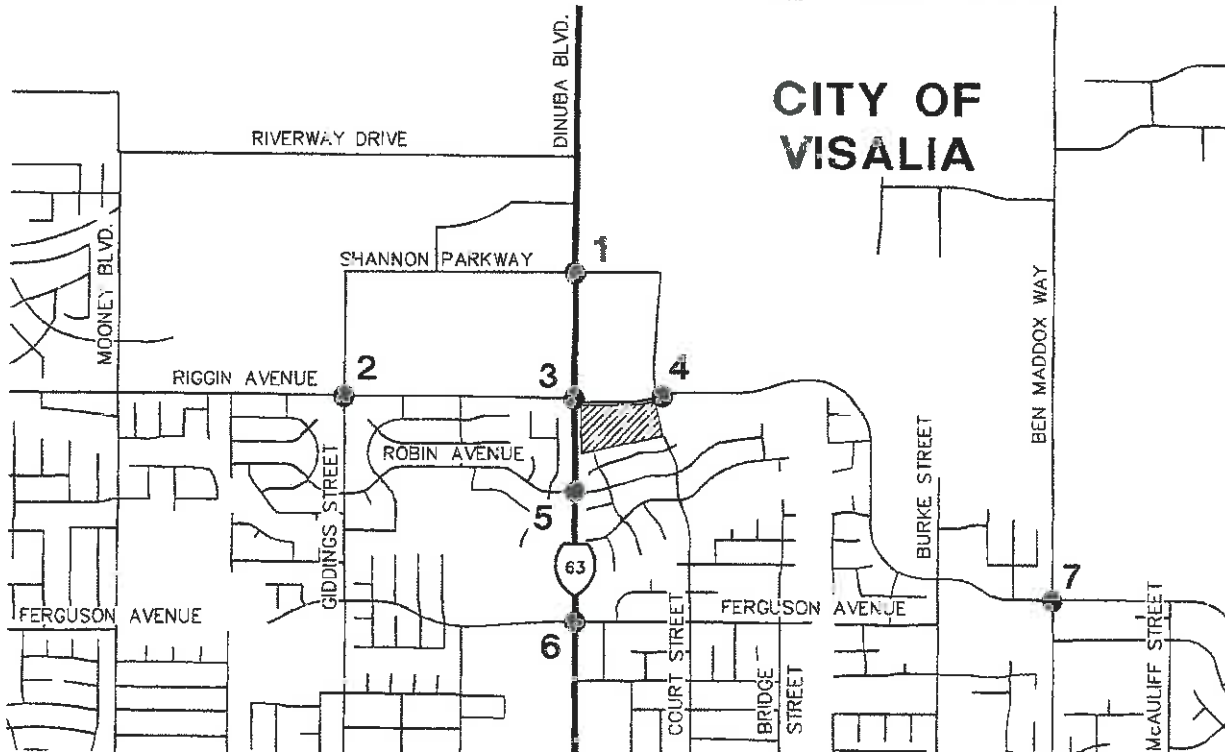
Legend: TWSC = Two-Way-Stop Control, TWSC = All-Way Stop Control.
Average Delay = Average Intersection Delay for Signalized Intersections.
Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
LOS = Average Intersection Level-of-Service for Signalized Intersections.
LOS = Worst-Case Movement's Level-of-Service for TWSC Intersections.
Warrant = MUTCD Peak-Hour Warrant-3.

As indicated in Table 2, the intersections at Riggin Avenue/N. Giddings Street and Robin Avenue/State Route 63 are projected to operate at a LOS “F” and “E” conditions, respectively, during the PM peak hour period under “Existing” conditions scenario. In addition, none of the unsignalized intersections meet the MUTCD Peak Hour Warrant 3 under “Existing” AM and PM peak hour conditions.



LEGEND:

- XX - AM PEAK HOUR TRAFFIC VOLUMES
- (XX) - PM PEAK HOUR TRAFFIC VOLUMES
- ▨ - PROJECT LOCATION

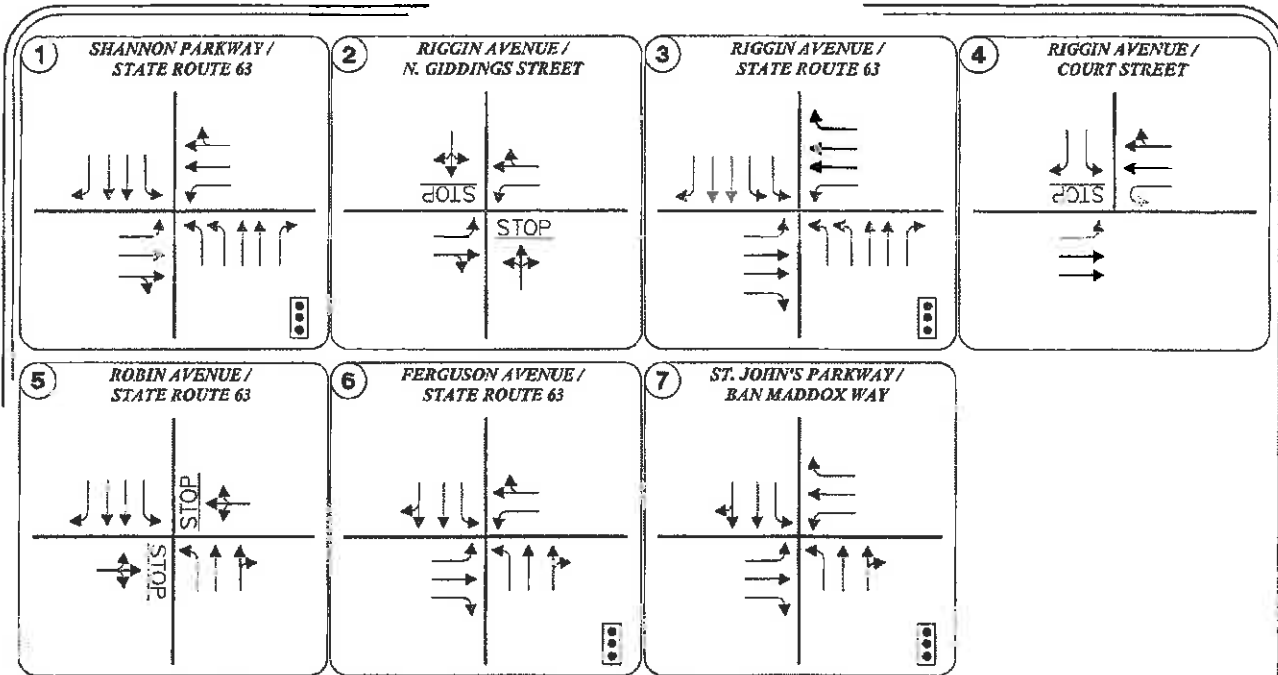


Riverbend Commercial Center TIAR

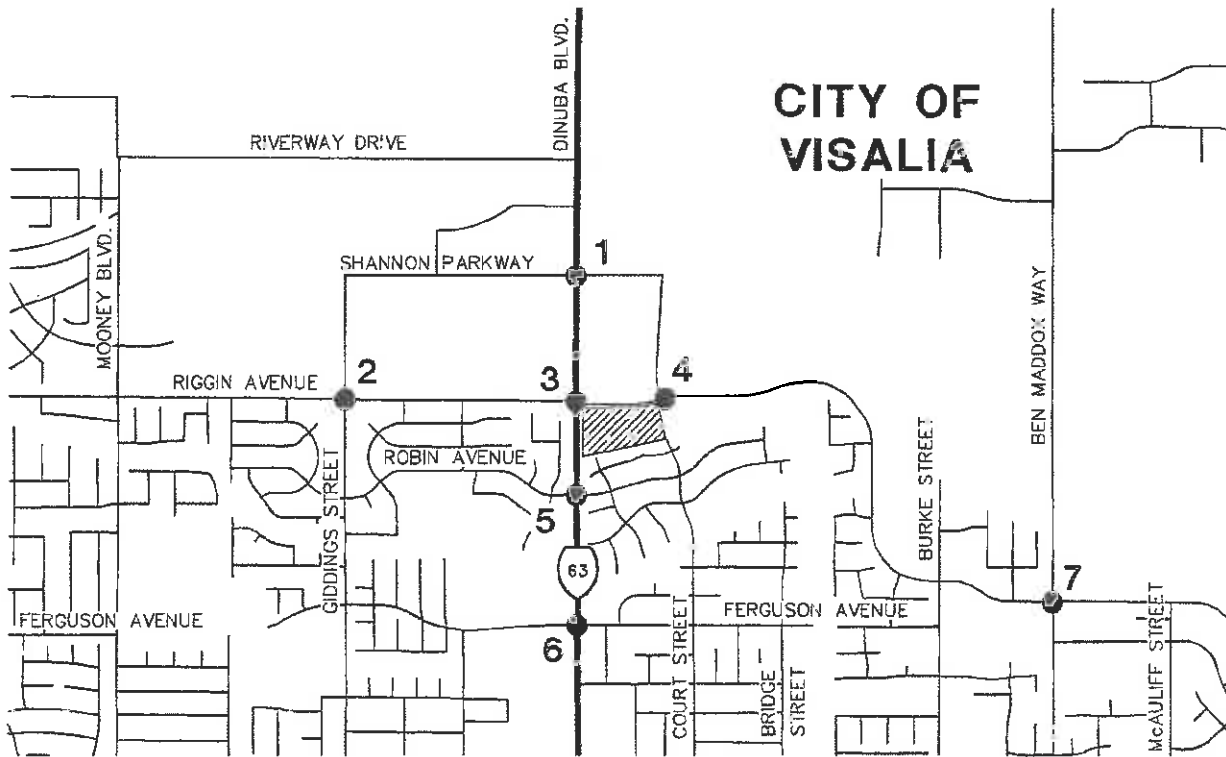
Figure 2

Existing Traffic Volumes





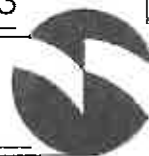
LEGEND:
 - PROJECT LOCATION



Riverbend Commercial Center TIAR

Figure 3

Existing Lane Geometrics and Control



Vehicle queues by approach and by approach movement were also evaluated at each of the study intersections with the results shown in Table 3. As indicated in Table 3, the available storage currently accommodates the 95th percentile queue storage requirements for all intersection movements during the AM and PM peak hours.

**TABLE 3
EXISTING CONDITIONS:
INTERSECTION QUEUING ANALYSIS**

Int. #	Queue Segment - Direction	# Lanes	Total Storage (Ft.)	AM Peak Hour 95th % Queue	PM Peak Hour 95th % Queue
1	<i>Shannon Parkway/State Route 63</i>				
	Eastbound Left	1	300	20	25
	Westbound Left	1	240	15	45
	Northbound Left	2	340	15	50
	Northbound Right	1	260	15	15
	Southbound Left	1	300	30	55
	Southbound Right	1	260	15	20
3	<i>Riggin Avenue/State Route 63</i>				
	Eastbound Left	1	270	240	230
	Eastbound Right	1	300	45	45
	Westbound Left	1	280	140	235
	Westbound Right	1	300	15	20
	Northbound Left	2	740	45	45
	Northbound Right	1	370	30	40
	Southbound Left	2	750	25	30
5	<i>Robin Avenue/State Route 63</i>				
	Eastbound Left/Thru/Right	1	230	35	50
	Westbound Left/Thru/Right	1	330	45	115
	Northbound Left	1	140	15	15
6	<i>Ferguson Avenue/State Route 63</i>				
	Eastbound Left	1	80	70	75
	Eastbound Right	1	80	40	35
	Westbound Left	1	125	70	50
	Northbound Left	1	200	70	135
	Southbound Left	1	100	45	55

APPROVED/PENDING PROJECTS DESCRIPTION

Within the vicinity of the project, several projects have either been approved or are pending approval to be developed. These projects are single and multi-family residential projects that are all located in north Visalia. The residential projects are identified in Table 4, which outlines number of planned units and number of units within the vicinity of the project.

**TABLE 4
APPROVED/PENDING PROJECTS TRIP GENERATION**

Land Use Category	Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Single Family DU [ITE Code: 210]	Per DU	9.57	0.75	25%	75%	1.01	63%	37%
Apartment [ITE Code: 220]	Per DU	6.65	0.51	20%	80%	0.62	65%	35%
Description	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Four Creeks Estates (ITE Code: 210)	86 units	823	65	16	49	87	55	32
Orchard Walk (ITE Code: 210)	104 units	995	78	20	58	105	66	39
Riverbend Village (ITE Code: 210)	128 units	1,225	96	24	72	129	81	48
Rockwood Estates (ITE Code: 210)	30 units	287	23	6	17	30	19	11
Shannon Ranch (ITE Code: 210)	471 units	4,507	353	88	268	476	300	176
Highland Park Estates (ITE Code: 210)	175 units	1,675	131	33	98	177	112	65
Highland Park Estates (ITE Code: 220)	173 units	1,150	88	18	70	107	70	37
Vineyard Villas (ITE Code: 220)	66 units	439	34	7	27	41	27	14
Total Approved/Pending Project Trips	1,233 units	11,101	868	212	659	1,152	730	422

Note: Errors due to rounding may occur.

APPROVED/PENDING PROJECTS TRIP GENERATION

Table 4 provides project trip generation for Approved/Pending land-uses based upon data presented in *ITE Trip Generation* (8th Edition). As indicated in Table 4, these seven developments, which include 1,233 new residential units, are estimated to generate 11,101 daily trips, including 868 AM peak hour trips and 1,152 PM peak hour trips.

APPROVED/PENDING PROJECTS TRIP NATURE, DISTRIBUTION, AND ASSIGNMENT

The approved/pending projects are expected to “generate” trips within the City or from other locations within the County. Directional trip distribution for approved/pending projects generated trips was estimated based upon existing traffic flow patterns, geographic location of the project sites, and location of other similar destinations. Trip path assignments were developed based upon origin and destination of trips, location of intersections and driveways, access restrictions at the study intersections and driveways, and on-site circulation patterns.

EXISTING PLUS APPROVED/PENDING PROJECTS CONDITIONS

“Existing plus Approved/Pending Projects” peak-hour intersection operations were quantified under existing lane geometrics and control identified in Figure 3. Applying *Traffix 8.0* computer software, “Existing plus Approved/Pending Projects” peak hour traffic conditions were simulated by superimposing new trips generated by the “Approved/Pending Projects”, as identified in Table 4, over “Existing” base traffic volumes at the study intersections. No improvements to the roadway system were assumed. The resulting “Existing plus Approved/Pending Projects” peak hour intersection traffic volumes are shown on Figure 4. Table 5 presents the resulting peak hour intersection LOS.

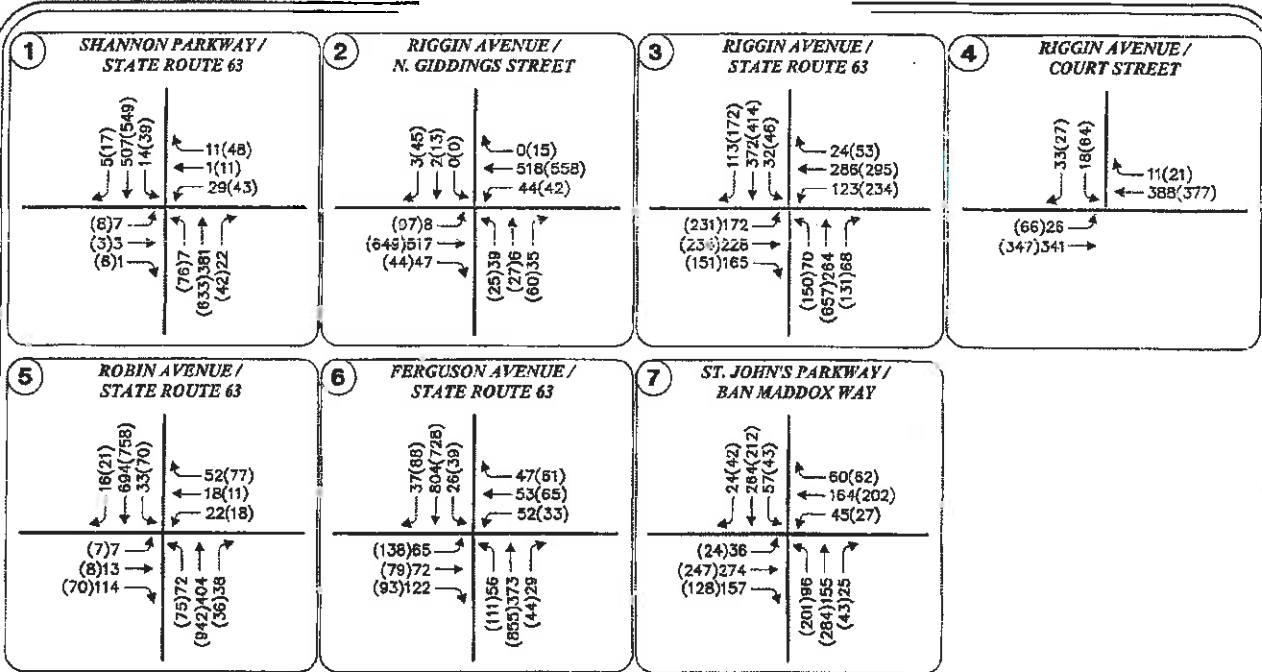
**TABLE 5
EXISTING PLUS APPROVED/PENDING PROJECTS CONDITIONS:
INTERSECTION LEVELS-OF-SERVICE**

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Shannon Parkway/State Route 63	Signal	18.8	B	--	11.8	B	--
2	Riggin Avenue/N. Giddings Street	TWSC	34.1	D	No	OVRFL	F	Yes
3	Riggin Avenue/State Route 63	Signal	21.5	C	--	35.8	D	--
4	Riggin Avenue/Court Street	TWSC	11.6	B	No	16.3	C	No
5	Robin Avenue/State Route 63	TWSC	41.4	E	No	OVRFL	F	No
6	Ferguson Avenue/State Route 63	Signal	30.9	C	--	22.9	C	--
7	St. John's Parkway/Ben Maddox Way	Signal	28.7	C	--	28.6	C	--

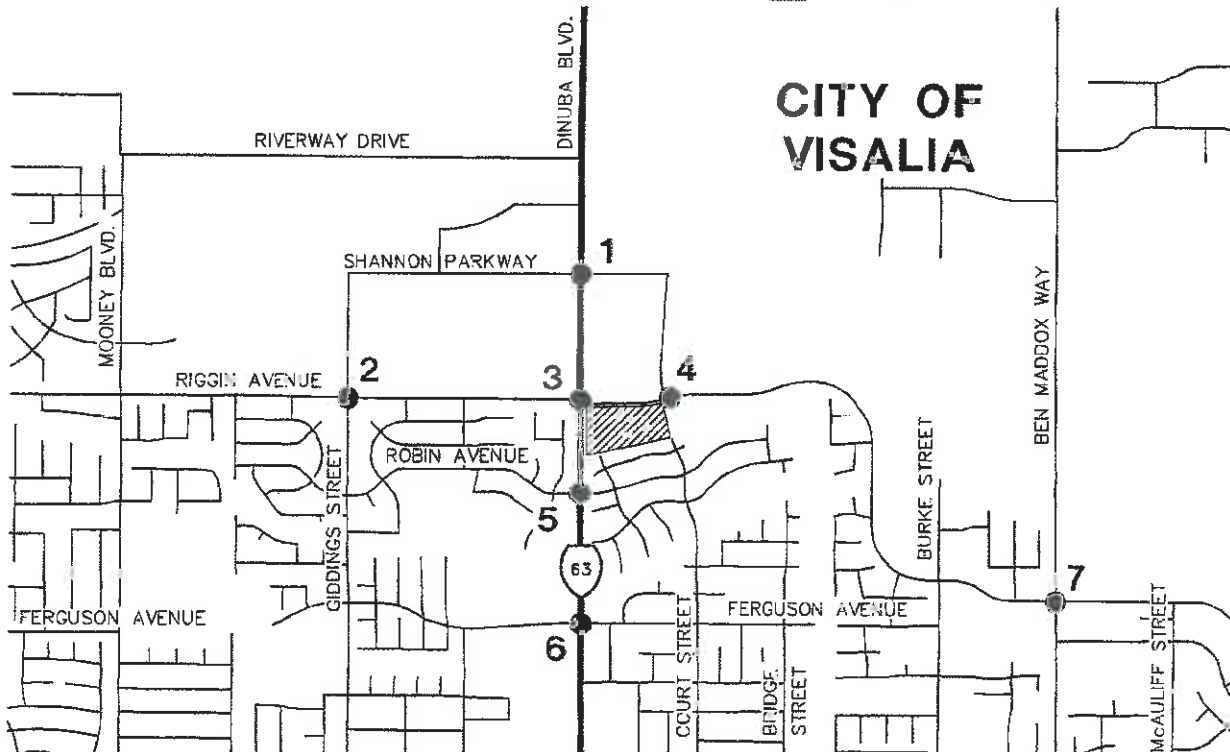
Legend: TWSC = Two-Way-Stop Control. AWSC = All-Way-Stop Control.
Average Delay = Average Intersection Delay for Signalized Intersections.
Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
LOS = Average Intersection Level-of-Service for Signalized Intersections.
LOS = Worst-Case Movement's Level-of-Service for TWSC Intersections.
Warrant = MUTCD Peak-Hour Warrant-3.
OVRFL = Overflow conditions (> 100 seconds delay).

As shown in Table 5, the intersections at Riggin Avenue/N. Giddings Street and Robin Avenue/State Route 63 are projected to operate at a LOS "E" or "F" conditions during AM and/or PM peak hour periods under "Existing plus Approved/Pending Projects" conditions scenario. In addition, the intersection at Riggin Avenue/N. Giddings Street meets the MUTCD Peak Hour Warrant 3 under "Existing plus Approved/Pending Projects" AM and PM peak hour conditions.

All mitigation measures are discussed in a subsequent section of this report.



LEGEND:
 XX - AM PEAK HOUR TRAFFIC VOLUMES
 (XX) - PM PEAK HOUR TRAFFIC VOLUMES
 [Hatched Box] - PROJECT LOCATION



Riverbend Commercial Center TIAR

Figure 4

Existing plus Approved/Pending Projects Traffic Volumes



PHASE I ACCESS

As identified in the introduction, the retail shopping development is located at the southeast corner of Riggin Avenue/Dinuba Boulevard in the City of Visalia. According to the site plan, this proposed project contains approximately 3.25 acres to be constructed under Phase I. This project proposes to have two "right turn only" driveways, one on State Route 63 south of Riggin Avenue and one on Riggin Avenue east of State Route 63. These driveways will be stop controlled (exiting the site) as said locations. Project driveways shall be constructed to city and state standards.

PHASE I TRIP GENERATION

Table 6 identifies the estimated trip generation of the project's land-uses based upon data presented in *ITE Trip Generation* (8th Edition). For this project, trip generation rates for ITE land use codes 934 (fast food with drive-thru), 946 (gas station with mini-mart and car wash) and 710 (general office building) were applied to obtain the project trips contained in Table 6. It should be noted the independent variable used to determine the number of project trips is determined solely by the maximum number of vehicles that can be fueled simultaneously. As indicated in Table 6, this project is estimated to generate 1,965 daily trips, including 170 AM peak hour trips and 165 PM peak hour trips for the Phase I scenario.

TABLE 6
PHASE I TRIP GENERATION

Land Use Category	Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Gas Station w/ mini-mart and car wash [ITE Code 946]	Fueling Stations	152.84	11.93	51%	49%	13.94	51%	49%
Fast Food with Drive-Thru [ITE Code 934]	Per 1,000 sq. ft.	496.12	49.35	51%	49%	33.84	52%	48%
General Office Building [ITE Code 710]	Per 1,000 sq. ft.	11.01	1.55	88%	12%	1.49	17%	83%
Description	Quantity (Units)	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Gas Station with mini-mart and car wash [ITE Code 946]	16 Fueling Stations	2,445	191	97	94	223	114	109
Fast Food with Drive-Thru [ITE Code 934]	3,202 sq. ft.	1,589	158	81	77	108	56	52
General Office Building [ITE Code 710]	1,750 sq. ft.	19	3	2	1	3	1	2
49% Pass-by Reduction (Gas Station w/ Mini-Mart)		(1,198)	(94)	(48)	(46)	(109)	(56)	(53)
56% Pass-by Reduction (Fast Food w/ Drive-Thru)		(890)	(88)	(45)	(43)	(60)	(31)	(29)
Total Trips		1,965	170	87	83	165	84	81

Note: Errors due to rounding may occur.

INTERNAL CAPTURE RATES

A basic premise behind the data presented in the *Trip Generation Manual* is that they were collected at single-use, free-standing sites. However, the development of mixed-use or multi-use sites is increasingly popular. While the trip generation rates for individual uses on such sites may be the same or similar to what they are for free standing sites, there is potential for interaction among those uses within the multi-use site, particularly where the trip can be made by walking. A common example of this internal trip-making occurs at a multi-use development containing two or more ITE use classifications between which trips can be made without using the off-site road system. As outlined in the *Trip Generation Handbook*, an internal capture rate can generally

be defined as a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. All internal capture rates utilized in this technical memorandum were taken from the ITE *Trip Generation Handbook*.

PASS-BY TRIPS

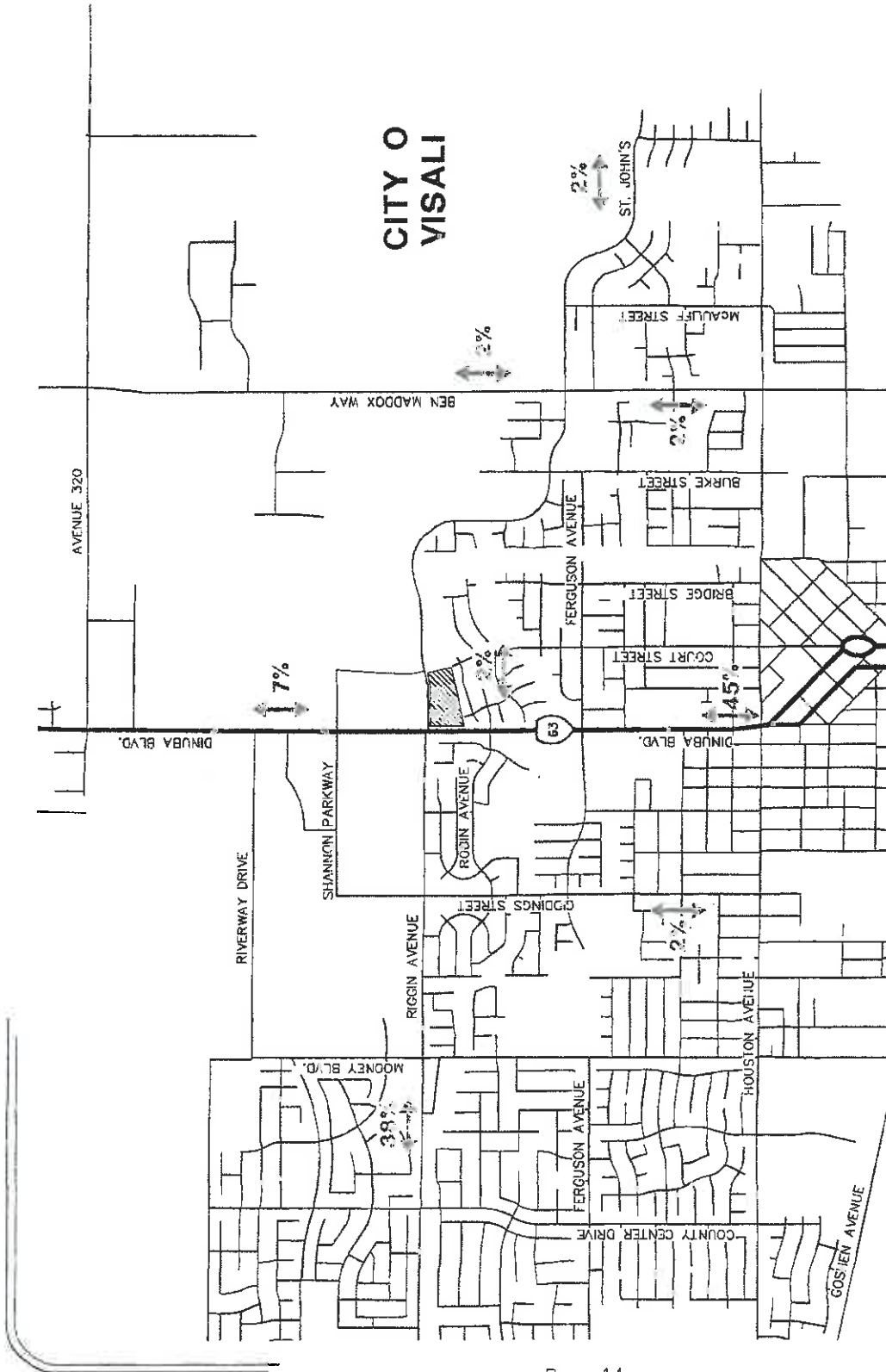
According to the *Trip Generation Handbook*, a pass-by trip is a “trip made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator.” Generally, pass-by trips are only generated at retail oriented and commercial developments adjacent to a busy street. It is important to note that the pass-by reduction is not subtracted from the trip generation at the project driveways, but is applied to the adjacent roadway network.

For this project a pass-by trip reduction factor of 49% is assumed for trips utilizing Dinuba Boulevard (State Route 63) for the gas station and 56% for fast food land uses based upon studies identified in the *ITE Trip Generation Handbook*. These pass by trips are still accounted for the main project driveway and are analyzed in the report. It should be noted that the pass-by trips were only applied at intersection #9 (Project Driveway #2/State Route 63). Additional documentation regarding pass-by trips is included in the Appendix and reference Tables 5.9 and 5.13 in the *ITE Trip Generation Handbook* (March 2001). In addition, Figures 5.9 and 5.10 are also included in the Appendix.

PHASE I TRIP NATURE, DISTRIBUTION, AND ASSIGNMENT

Phase I of the project is expected to “generate” and “attract” trips throughout the City and from other locations throughout the area. Directional trip distribution for project generated trips was estimated based upon existing traffic flow patterns, geographic location of the project sites, and location of other similar destinations. The result in trip distribution of Phase I trips throughout the study area are shown on Figure 5 and are identified below:

- 7% to/from Dinuba Boulevard north of Riggin Avenue;
- 45% to/from Dinuba Boulevard south of Riggin Avenue;
- 38% to/from Riggin Avenue west of State Route 63;
- 2% to/from Giddings Street south of Riggin Avenue;
- 2% to/from Robin Street/Court Street east of State Route 63;
- 2% to/from St. John’s Parkway east of Ben Maddox Way;
- 2% to/from northbound Ben Maddox Way via St. John’s Parkway; and
- 2% to/from southbound Ben Maddox Way via St. John’s Parkway.



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Phase I Trip Distribution

EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PHASE I CONDITIONS

“Existing plus Approved/Pending Projects plus Phase I” peak-hour intersection operations were quantified utilizing the proposed lane geometrics and control identified in Figure 7. Under this scenario, it has also been assumed that northbound State Route 63 will construct a right turn only driveway between Robin Avenue and Riggan Avenue (intersection #9) and that Riggan Avenue will also construct a right turn only driveway between State Route 63 and Court Street (intersection #8) along this corridor.

Applying *Traffic 8.0* computer software, “Existing plus Approved/Pending Projects plus Phase I” peak hour conditions were simulated by superimposing new trips generated over “Existing plus Approved/Pending Projects” traffic at the study intersections. The resulting “Existing plus Approved/Pending Projects plus Phase I” peak hour intersection traffic volumes are shown on Figure 6. Table 7 presents the resulting peak hour intersection LOS.

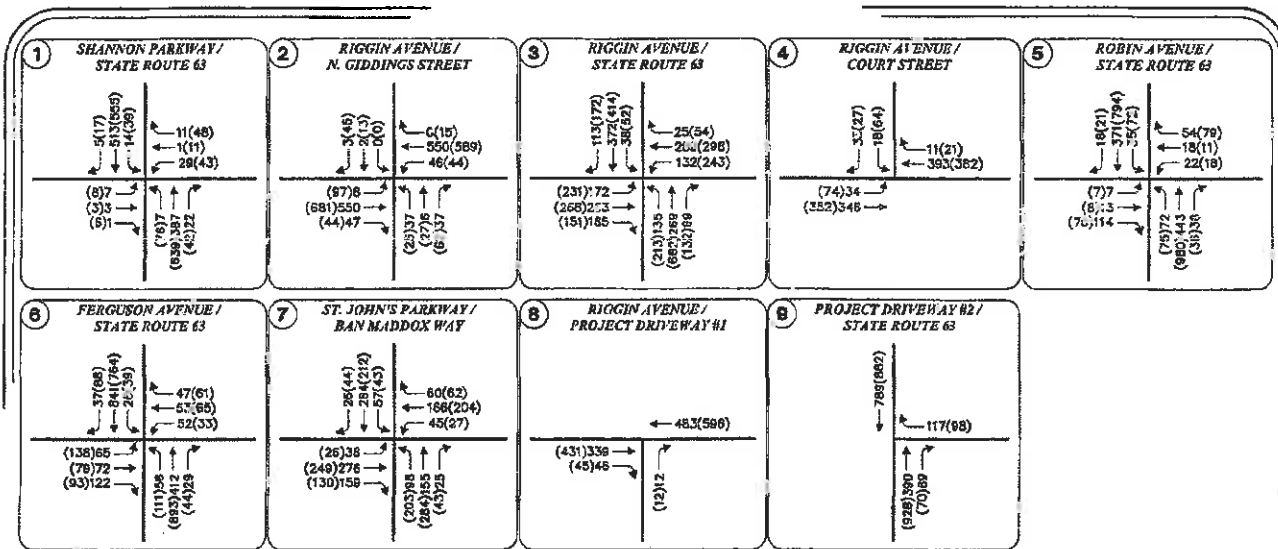
**TABLE 7
EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PHASE I CONDITIONS:
INTERSECTION LEVELS-OF-SERVICE**

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Shannon Parkway/State Route 63	Signal	18.7	B	–	11.8	B	–
2	Riggan Avenue/N. Giddings Street	TWSC	39.7	E	No	OVRFL	F	Yes
3	Riggan Avenue/State Route 63	Signal	23.0	C	–	39.5	D	–
4	Riggan Avenue/Court Street	TWSC	11.8	B	No	16.8	C	No
5	Robin Avenue/State Route 63	TWSC	50.7	F	Yes	OVRFL	F	No
6	Ferguson Avenue/State Route 63	Signal	29.9	C	–	23.1	C	–
7	St. John’s Parkway/Ben Maddox Way	Signal	28.8	C	–	28.7	C	–
8	Riggan Avenue/Project Driveway #1	TWSC	9.6	A	No	10.0	A	No
9	Project Driveway #2/State Route 63	TWSC	10.5	B	No	14.0	C	No

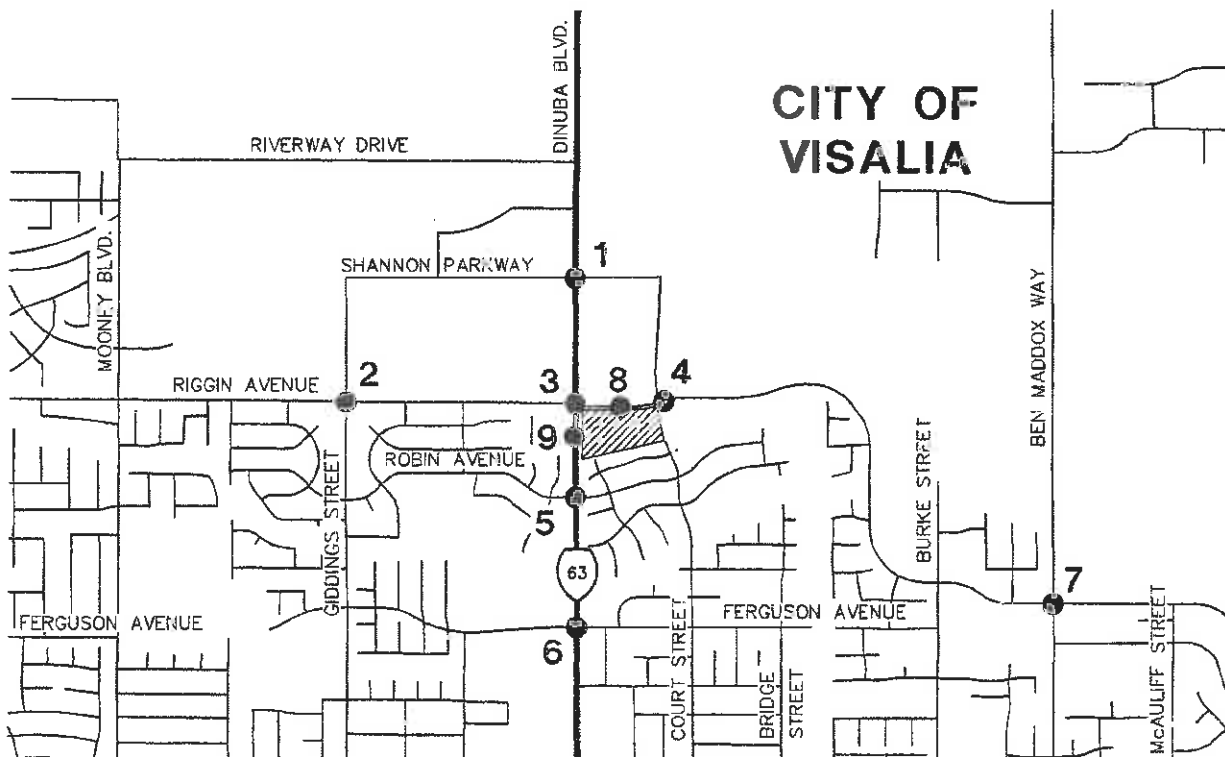
*Legend: TWSC = Two-Way-Stop Control, AWSC = All-Way Stop Control.
Average Delay = Average Intersection Delay for Signalized Intersections.
Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
LOS = Average Intersection Level-of-Service for Signalized Intersections.
LOS = Worst-Case Movement’s Level-of-Service for TWSC Intersections.
Warrant = MUTCD Peak-Hour Warrant-3.
OVRFL = Overflow conditions (> 100 seconds delay).*

As shown in Table 7, the intersections at Riggan Avenue/N. Giddings Street and Robin Avenue/State Route 63 are projected to operate at a LOS “F” conditions during AM and PM peak hour periods under “Existing plus Approved/Pending Projects plus Phase I” conditions scenario. In addition, the intersections at Riggan Avenue/N. Giddings Street and Robin Avenue/State Route 63 meet the MUTCD Peak Hour Warrant 3 under “Existing plus Approved/Pending Projects plus Phase I” AM and/or PM peak hour conditions.

All mitigation measures are discussed in a subsequent section of this report.



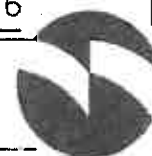
LEGEND:
 XX - AM PEAK HOUR TRAFFIC VOLUMES
 (XX) - PM PEAK HOUR TRAFFIC VOLUMES
 [Hatched Box] - PROJECT LOCATION

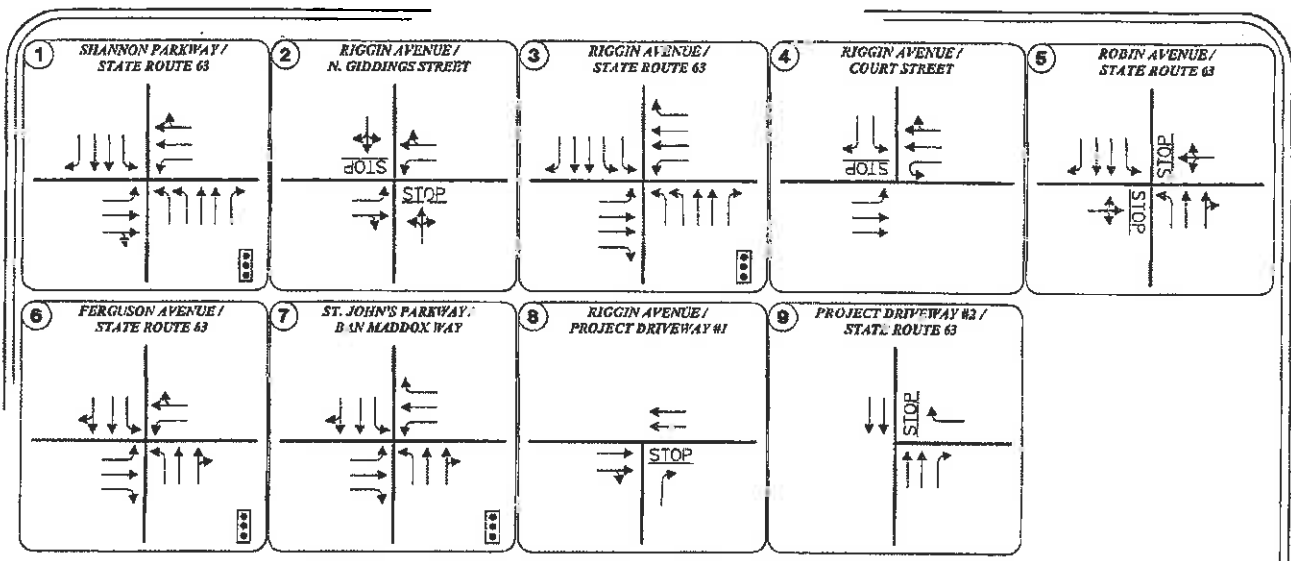


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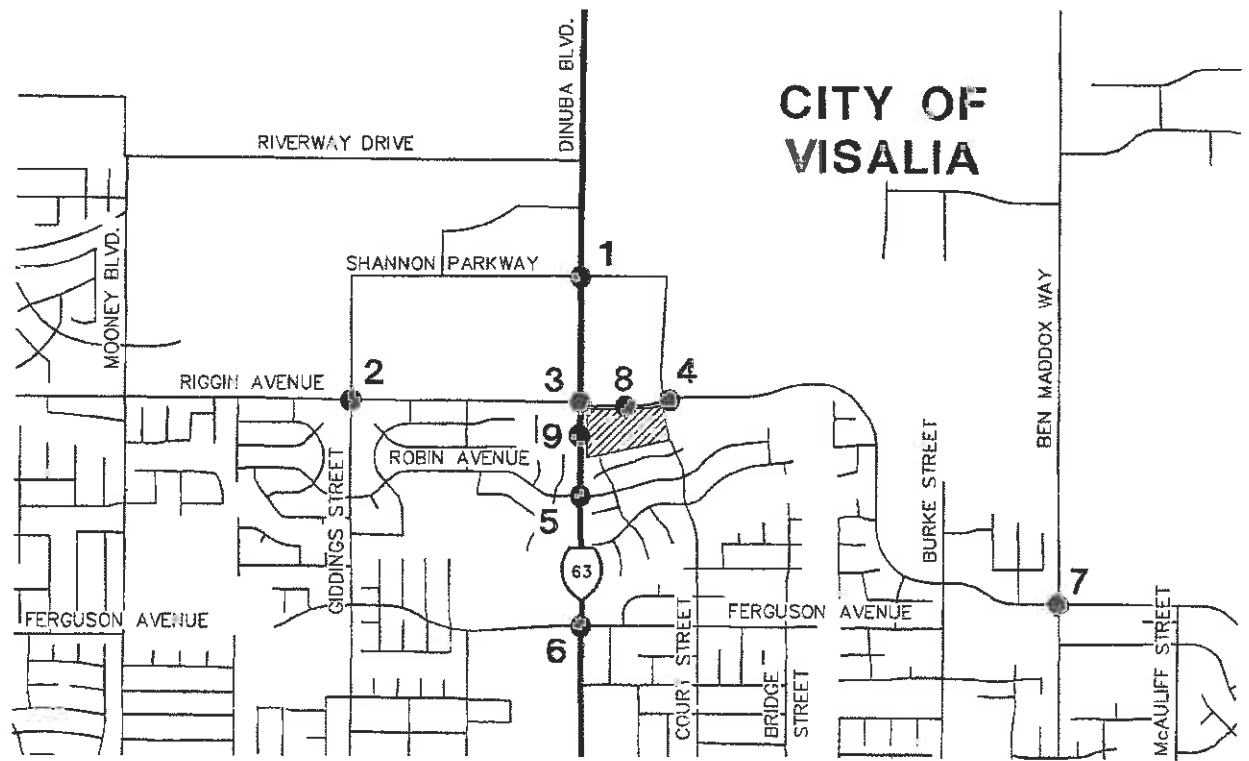
Figure 6

Existing plus Approved/Pending
 Projects plus Phase I Traffic Volumes





LEGEND:
 -- PROJECT LOCATION



Riverbend Commercial Center TIAR

Figure 7

**Existing plus Approved/Pending Projects
 plus Phase I Lane Geometrics and Control**



Vehicle queues by approach and by approach movement were also evaluated at each of the study intersections with the results shown in Table 8. As indicated in Table 8, the available storage currently accommodates the 95th percentile queue storage requirements for all intersection movements except for the westbound left turn at Riggins Avenue/State Route 63 and the eastbound left at Ferguson Avenue/State Route 63 during the AM & PM peak hours.

**TABLE 8
EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PHASE I CONDITIONS:
INTERSECTION QUEUING ANALYSIS**

Int. #	Queue Segment - Direction	# Lanes	Total Storage (Ft.)	AM Peak Hour 95th % Queue	PM Peak Hour 95th % Queue
1	<i>Shannon Parkway/State Route 63</i>				
	Eastbound Left	1	300	20	25
	Westbound Left	1	240	50	70
	Northbound Left	2	340	15	55
	Northbound Right	1	260	20	25
	Southbound Left	1	300	30	65
	Southbound Right	1	260	15	20
3	<i>Riggins Avenue/State Route 63</i>				
	Eastbound Left	1	270	255	270
	Eastbound Right	1	300	45	45
	Westbound Left	1	280	210	390
	Westbound Right	1	300	20	25
	Northbound Left	2	740	80	145
	Northbound Right	1	370	35	45
	Southbound Left	2	750	30	40
	Southbound Right	1	325	45	50
5	<i>Robin Avenue/State Route 63</i>				
	Eastbound Left/Thru/Right	1	230	60	105
	Westbound Thru/Left	1	330	80	225
	Northbound Left	1	140	15	15
	Southbound Left	1	320	15	15
6	<i>Ferguson Avenue/State Route 63</i>				
	Eastbound Left	1	80	295	190
	Eastbound Right	1	80	40	35
	Westbound Left	1	125	70	50
	Northbound Left	1	200	35	155
	Southbound Left	1	100	15	55

FUTURE CONDITIONS

GENERAL

Under Year 2035 conditions, two scenarios were analyzed. Under the first scenario, herein called the “Year 2035 Base” scenario, it is assumed that the City will continue to develop but the project development will not occur. The second scenario, identified as “Year 2035 Base plus Project,” assumes that development of the entire Project will occur. Both scenarios assume that no improvements have been made to the study intersections or roadways; therefore, “Existing” lane geometrics and control are used in the analysis under conditions with and without project. This enables the City and Caltrans to identify future project impacts to the study intersections.

Year 2035 AM and PM daily traffic forecasts were provided by the TCAG. OMNI-MEANS worked with TCAG staff to develop future year (2035) traffic volumes utilizing the TCAG Regional Travel Demand Forecast Model, which uses *Cube* software. Although TCAG has a peak hour model, it was not utilized for the future analysis. OMNI-MEANS used the daily directional traffic counts at each leg of the intersection to balance the turning movement counts. The turning movement counts were computed using techniques provided in National Cooperative Highway Research Program (NCHRP 255) through the use of TurnsW32 computer application. Based upon future trip “ins” and “outs” for each leg of the intersection, TurnsW32 runs several iterations to calculate future daily traffic volumes by turning movement. Following this process, OMNI-MEANS checked the forecasted turning movements for reasonableness and made adjustments where necessary.

YEAR 2035 BASE CONDITIONS

“Year 2035 Base” peak-hour intersection traffic operations were quantified applying “Year 2035 Base” traffic volumes shown on Figure 8 and “Year 2035 Base” intersection lane geometrics and control identified on Figure 9. Table 9 presents the “Year 2035 Base” peak hour intersection LOS.

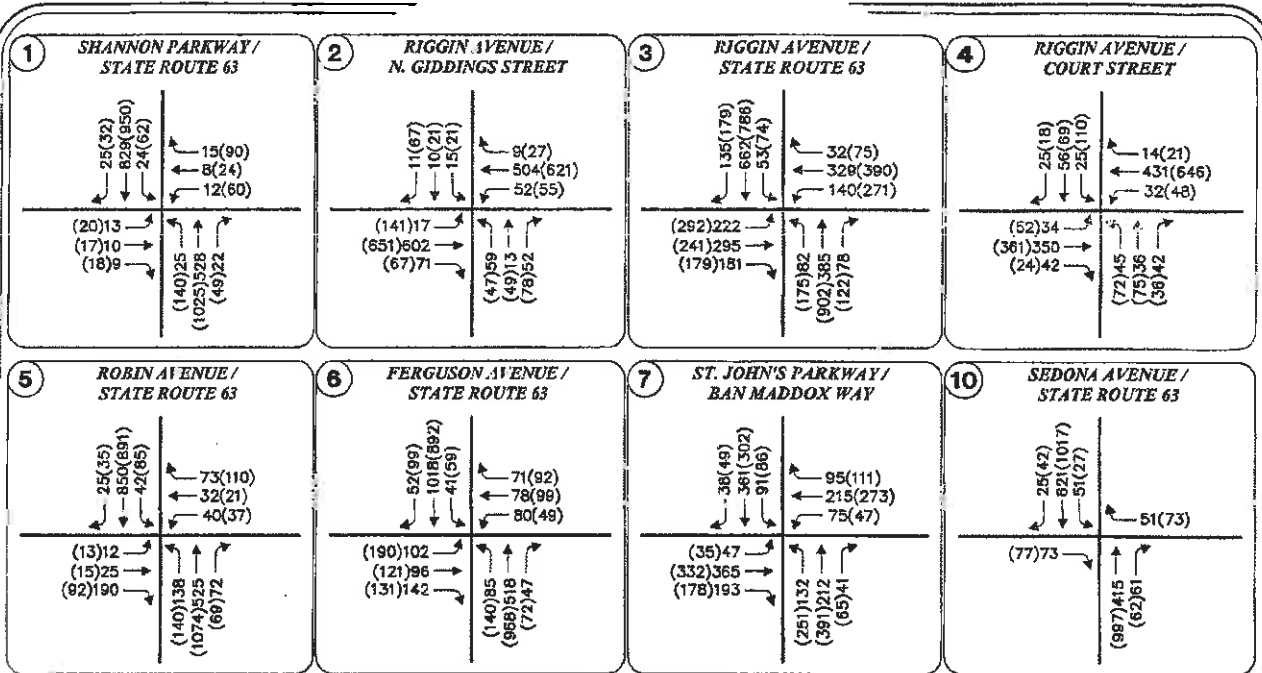
**TABLE 9
YEAR 2035 BASE CONDITIONS:
INTERSECTION LEVELS-OF-SERVICE**

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Shannon Parkway/State Route 63	Signal	9.5	A	–	18.6	B	–
2	Riggin Avenue/N. Giddings Street	TWSC	OVRFL	F	No	OVRFL	F	Yes
3	Riggin Avenue/State Route 63	Signal	26.4	C	–	36.5	C	–
4	Riggin Avenue/Court Street	TWSC	24.8	C	No	OVRFL	F	No
5	Robin Avenue/State Route 63	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
6	Ferguson Avenue/State Route 63	Signal	21.4	C	–	33.3	C	–
7	St. John's Parkway/Ben Maddox Way	Signal	30.9	C	–	31.2	C	–
10	Sedona Avenue/State Route 63	TWSC	10.3	B	No	9.5	B	No

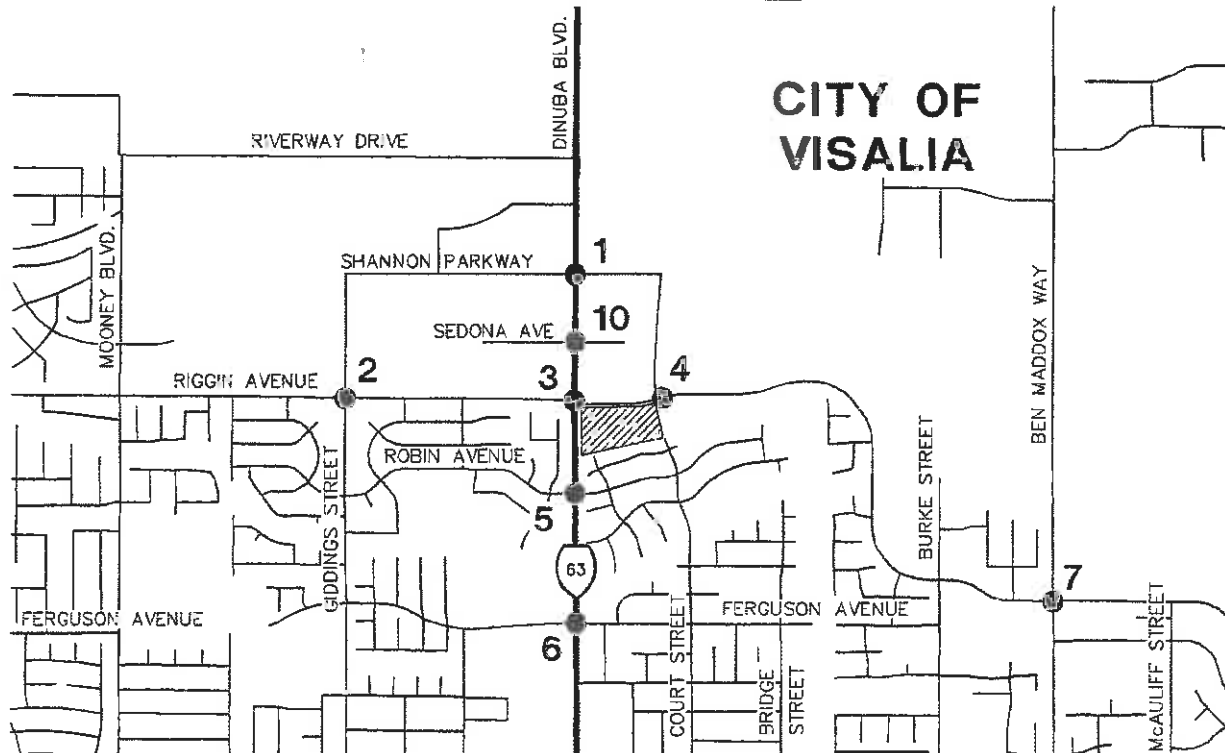
*Legend: TWSC = Two-Way Stop Control. AWSC = All-Way Stop Control.
Average Delay = Average Intersection Delay for Signalized Intersections.
Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
LOS = Average Intersection Level-of-Service for Signalized Intersections.
LOS = Worst-Case Movement's Level-of-Service for TWSC Intersections.
Warrant = MUTCD Peak-Hour Warrant-3.
OVRFL = Overflow conditions (> 100 seconds delay).*

As shown in Table 9, the intersections at Riggin Avenue/N. Giddings Street, Riggin Avenue/Court Street and Robin Avenue/State Route 63 are projected to operate at peak hour LOS "F" conditions under AM and/or PM peak hour periods for "Year 2035 Base" conditions. In addition, the unsignalized intersections of Riggin Avenue/N. Giddings Street and Robin Avenue/State Route 63 are projected to meet the MUTCD Peak Hour Warrant 3 under "Year 2035 Base" AM and/or PM peak hour volume conditions.

All mitigation measures are discussed in a subsequent section of this report.



LEGEND:
 XX - AM PEAK HOUR TRAFFIC VOLUMES
 (XX) - PM PEAK HOUR TRAFFIC VOLUMES
 ▨ - PROJECT LOCATION

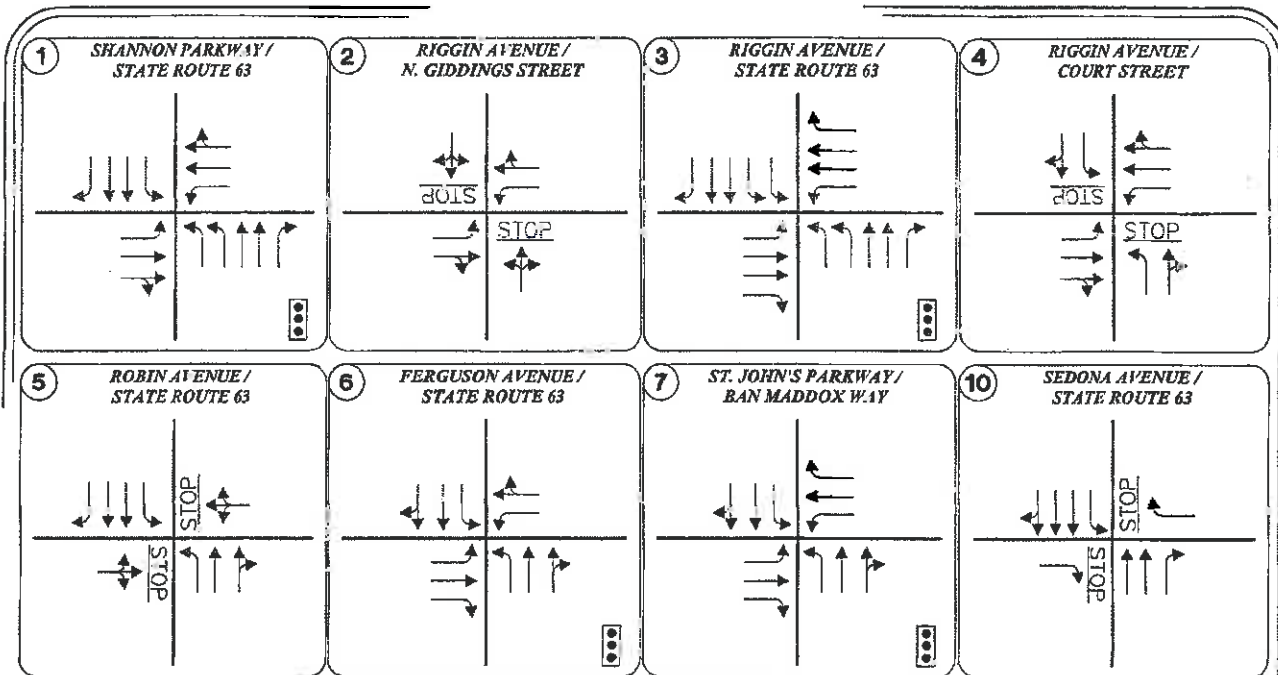


Riverbend Commercial Center TIAR

Figure 8

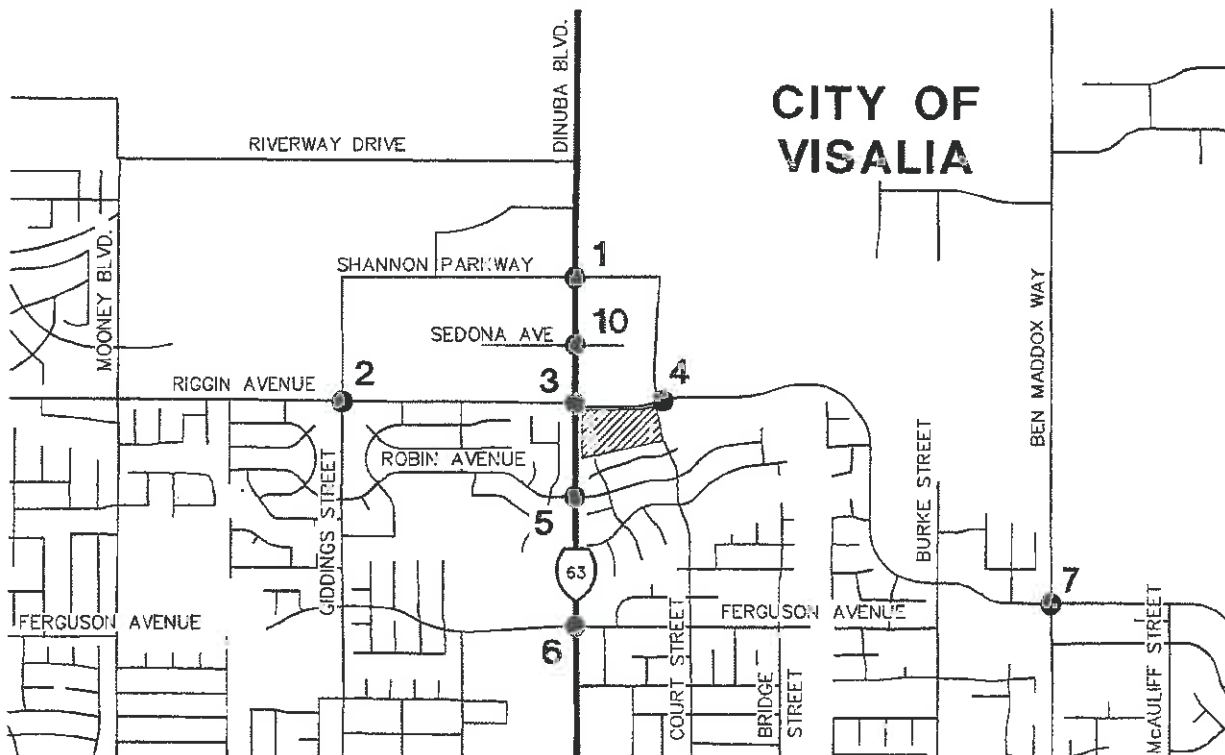
Year 2035 Base Traffic Volumes





LEGEND:

- PROJECT LOCATION



Riverbend Commercial Center TIAR

Figure 9

Year 2035 Base Lane Geometrics and Control



Vehicle queues by approach and by approach movement were also evaluated at each of the study intersections with the results shown in Table 10. As indicated in Table 10, the available storage currently accommodates the 95th percentile queue storage requirements for all intersection movements except for the westbound left turn at Riggins Avenue/State Route 63 and the eastbound left at Ferguson Avenue/State Route 63 during the AM & PM peak hours.

TABLE 10
YEAR 2035 BASE CONDITIONS:
INTERSECTION QUEUING ANALYSIS

Int. #	Queue Segment - Direction	# Lanes	Total Storage (Ft.)	AM Peak Hour 95th % Queue	PM Peak Hour 95th % Queue
1	<i>Shannon Parkway/State Route 63</i>				
	Eastbound Left	1	300	30	45
	Westbound Left	1	240	30	100
	Northbound Left	2	340	25	95
	Northbound Right	1	260	20	35
	Southbound Left	1	300	50	105
	Southbound Right	1	260	20	25
3	<i>Riggins Avenue/State Route 63</i>				
	Eastbound Left	1	270	360	410
	Eastbound Right	1	300	50	55
	Westbound Left	1	280	220	380
	Westbound Right	1	300	25	35
	Northbound Left	2	740	55	125
	Northbound Right	1	370	35	50
	Southbound Left	2	750	40	55
	Southbound Right	1	325	50	55
5	<i>Robin Avenue/State Route 63</i>				
	Eastbound Left/Thru/Right	1	230	375	500+
	Westbound Left/Thru/Right	1	330	400	500+
	Northbound Left	1	140	15	15
	Southbound Left	1	320	15	15
6	<i>Ferguson Avenue/State Route 63</i>				
	Eastbound Left	1	80	135	265
	Eastbound Right	1	80	45	45
	Westbound Left	1	125	95	70
	Northbound Left	1	200	105	200
	Southbound Left	1	100	55	80
10	<i>Sedona Avenue/State Route 63</i>				
	Eastbound Right	1	150	15	15
	Westbound Right	1	150	15	15
	Northbound Right	1	350	15	15
	Southbound Left	1	350	15	15

YEAR 2035 TRIP GENERATION

Table 11 identifies the estimated trip generation of the project's land-uses based upon data presented in *ITE Trip Generation* (8th Edition). For this project, trip generation rates for ITE land use codes 934 (fast food with drive-thru), 946 (gas station with mini-mart and car wash) and 820 (shopping center), that is proposed to include retail, restaurant/coffee kiosk and office uses were applied to obtain the project trips contained in Table 11. It should be noted the independent variable used to determine the number of project trips is determined solely by the maximum number of vehicles that can be fueled simultaneously. As indicated in Table 11, this project is estimated to generate 3,940 daily trips, including 216 AM peak hour trips and 337 PM peak hour trips for the "Year 2035 Base plus Project".

TABLE 11
YEAR 2035 PROJECT TRIP GENERATION

Land Use Category	Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Gas Station w/ mini-mart and car wash [ITE Code 946]	Fueling Stations	152.84	11.93	51%	49%	13.94	51%	49%
Fast Food with Drive-Thru [ITE Code 934]	Per 1,000 sq. ft.	496.12	49.35	51%	49%	33.84	52%	48%
General Office Building [ITE Code 710]	Per 1,000 sq. ft.	11.01	1.55	86%	12%	1.49	17%	83%
Shopping Center [ITE Code 820]	Per 1,000 ft ²	42.94	1.00	61%	39%	3.73	49%	51%
Description	Quantity (Units)	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
Gas Station with mini-mart and car wash [ITE Code 946]	16 Fueling Stations	2,445	191	97	94	223	114	109
Fast Food with Drive-Thru [ITE Code 934]	3,202 sq. ft.	1,589	158	81	77	108	56	52
General Office Building [ITE Code 710]	1,750 sq. ft.	19	3	2	1	3	1	2
Shopping Center [ITE Code 820]	46,000 sq. ft.	1,975	46	40	6	172	29	143
49% Pass-by Reduction (Gas Station w/ Mini-Mart)		(1,193)	(94)	(48)	(46)	(109)	(56)	(53)
56% Pass-by Reduction (Fast Food w/ Drive-Thru)		(890)	(88)	(45)	(43)	(60)	(31)	(29)
Total Trips		3,940	216	127	89	337	113	224

YEAR 2035 BASE PLUS PROJECT CONDITIONS

"Year 2035 Base plus Project" peak-hour intersection traffic operations were quantified applying "Year 2035 Base plus Project" traffic volumes shown on Figure 10 and "Year 2035 Base plus Project" intersection lane geometrics and control shown on Figure 11. Table 12 presents the "Year 2035 Base plus Project" peak hour intersection LOS.

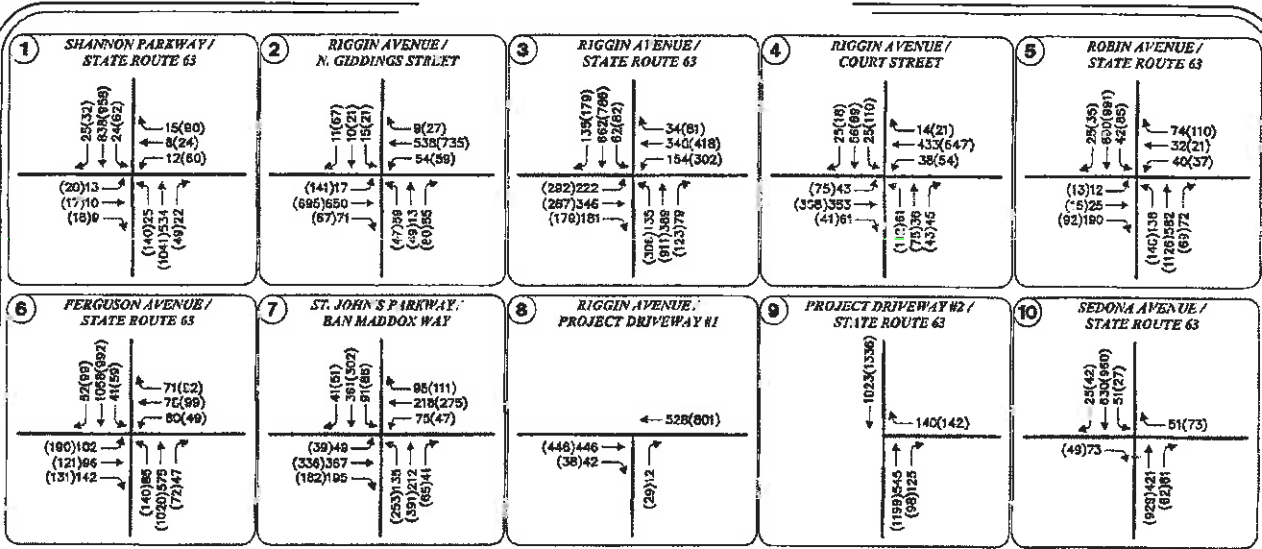
**TABLE 12
YEAR 2035 BASE PLUS PROJECT CONDITIONS:
INTERSECTION LEVELS-OF-SERVICE**

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Shannon Parkway/State Route 63	Signal	9.5	A	--	18.5	B	--
2	Riggin Avenue/N. Giddings Street	TWSC	OVRF	F	No	OVRF	F	Yes
3	Riggin Avenue/State Route 63	Signal	29.7	C	--	42.7	D	--
4	Riggin Avenue/Court Street	TWSC	27.8	D	No	OVRF	F	Yes
5	Robin Avenue/State Route 63	TWSC	OVRF	F	Yes	OVRF	F	Yes
6	Ferguson Avenue/State Route 63	Signal	21.6	C	--	35.5	D	--
7	St. John's Parkway/Ben Maddox Way	Signal	31.0	C	--	31.3	C	--
8	Riggin Avenue/Project Driveway #1	TWSC	10.0	B	No	10.1	B	No
9	Project Driveway #2/State Route 63	TWSC	11.6	B	No	19.2	C	No
10	Sedona Avenue/State Route 63	TWSC	10.4	B	No	9.5	A	No

*Legend: TWSC = Two-Way-Stop Control. AWSC = All-Way-Stop Control.
Average Delay = Average Intersection Delay for Signalized Intersections.
Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
LOS = Average Intersection Level-of-Service for Signalized Intersections.
LOS = Worst-Case Movement's Level-of-Service for TWSC Intersections.
Warrant = MUTCD Peak-Hour Warrant-3.
OVRF = Overflow conditions (> 100 seconds delay).*

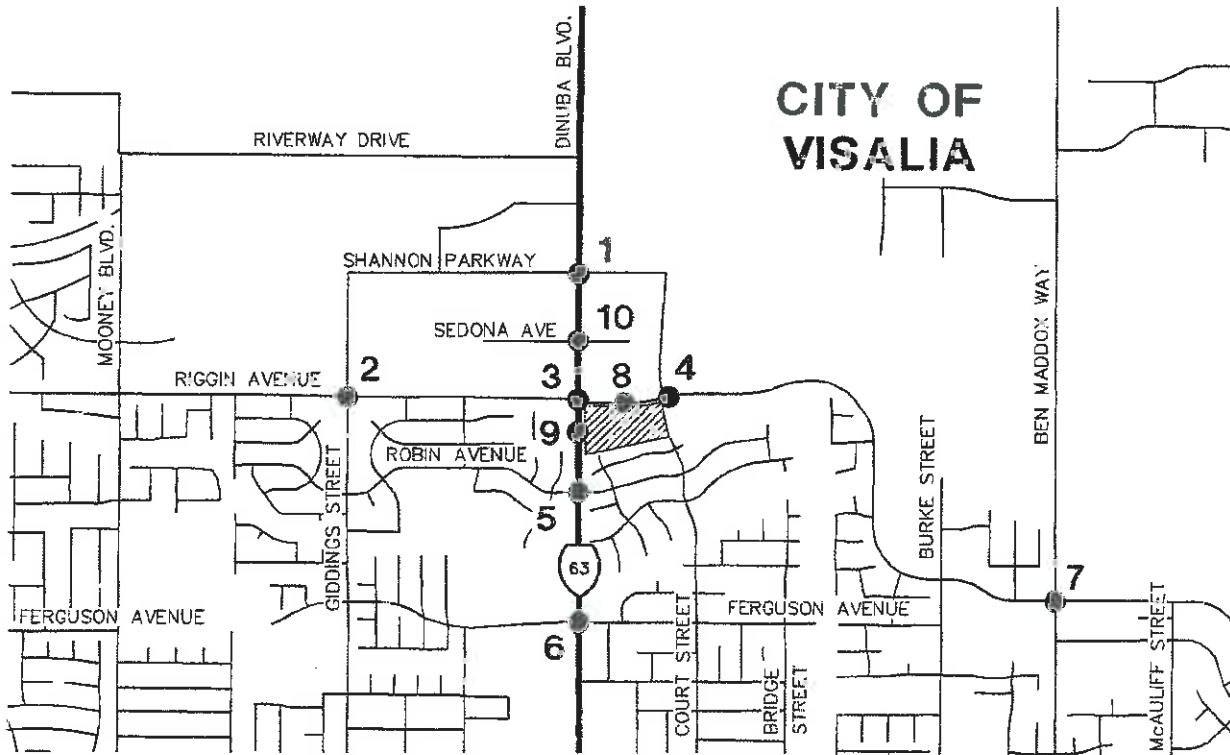
As shown in Table 12, the intersections at Riggin Avenue/N. Giddings Street, Riggin Avenue/Court Street and Robin Avenue/State Route 63 are projected to operate at LOS "F" conditions under AM and/or PM peak hour periods for "Year 2035 Base plus Project" conditions. In addition, the unsignalized intersections of Riggin Avenue/N. Giddings Street, Riggin Avenue/Court Street and Robin Avenue/State Route 63 are projected to meet the MUTCD Peak Hour Warrant 3 under projected "Year 2035 Base plus Project" AM and PM peak hour volume conditions.

All mitigation measures are discussed in the following section of this report.



LEGEND:

- XX - AM PEAK HOUR TRAFFIC VOLUMES
- (XX) - PM PEAK HOUR TRAFFIC VOLUMES
- ▨ - PROJECT LOCATION

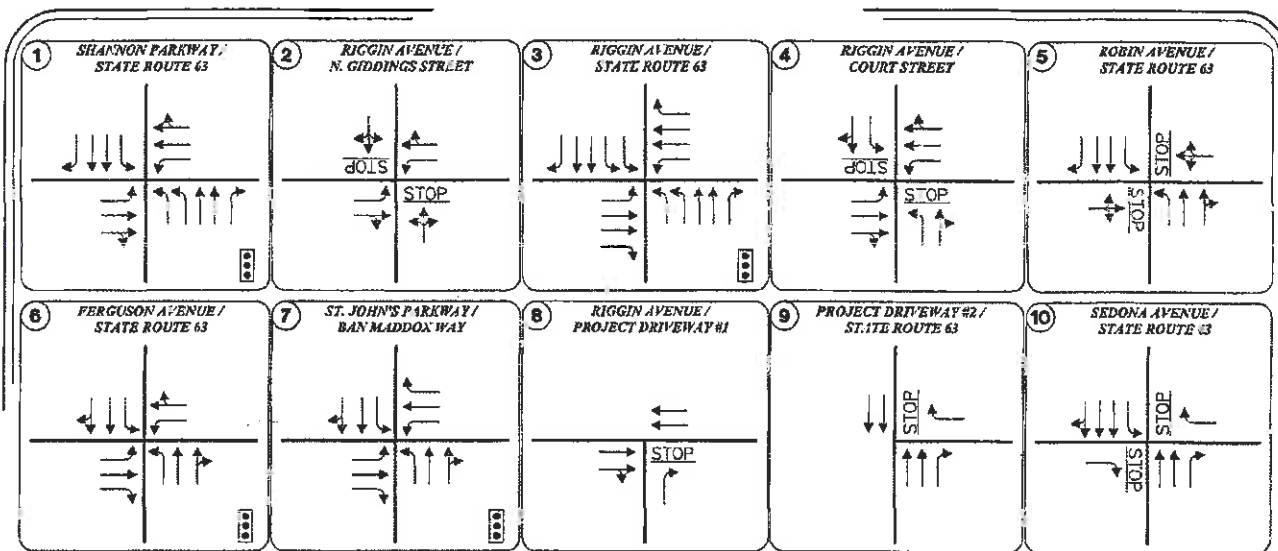


Riverbend Commercial Center TIAR

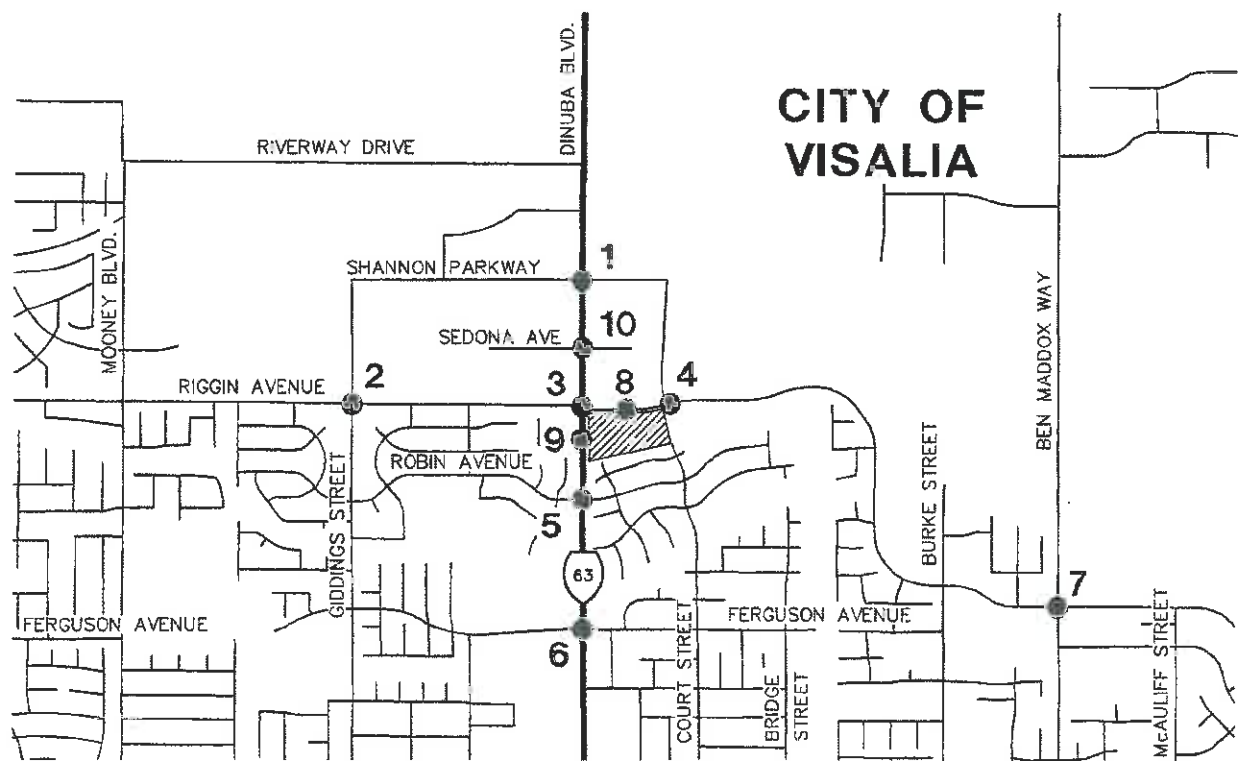
Figure 10

Year 2035 Base plus Project Traffic Volumes





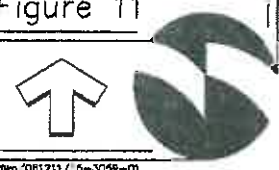
LEGEND:
 - PROJECT LOCATION



Riverbend Commercial Center TIAR

Figure 11

Year 2035 Base plus Project Lane Geometrics and Control



Vehicle queues by approach and by approach movement were also evaluated at each of the study intersections with the results shown in Table 13. As indicated in Table 13, the available storage currently accommodates the 95th percentile queue storage requirements for all intersection movements except for the eastbound/westbound left turn lanes at Riggins Avenue/State Route 63, eastbound/westbound approaches at Robin Avenue/State Route 63, and the northbound and southbound left turn lanes at Ferguson Avenue/State Route 63 during the "Year 2035 Base plus Project" AM & PM peak hours.

**TABLE 13
YEAR 2035 BASE PLUS PROJECT CONDITIONS:
INTERSECTION QUEUING ANALYSIS**

Int. #	Queue Segment - Direction	# Lanes	Total Storage (Ft.)	AM Peak Hour 95th % Queue	PM Peak Hour 95th % Queue
1	<i>Shannon Parkway/State Route 63</i>				
	Eastbound Left	1	300	30	45
	Westbound Left	1	240	30	100
	Northbound Left	2	340	25	95
	Northbound Right	1	260	25	35
	Southbound Left	1	300	50	105
	Southbound Right	1	260	20	25
3	<i>Riggins Avenue/State Route 63</i>				
	Eastbound Left	1	270	360	450
	Eastbound Right	1	300	50	55
	Westbound Left	1	280	235	450
	Westbound Right	1	300	25	40
	Northbound Left	2	740	80	235
	Northbound Right	1	370	35	45
	Southbound Left	2	750	45	60
	Southbound Right	1	325	45	55
5	<i>Robin Avenue/State Route 63</i>				
	Eastbound Left/Thru/Right	1	230	475	500+
	Westbound Thru/Left	1	330	500+	500+
	Northbound Left	1	140	25	25
	Southbound Left	1	320	25	25
6	<i>Ferguson Avenue/State Route 63</i>				
	Eastbound Left	1	80	135	270
	Eastbound Right	1	80	45	45
	Westbound Left	1	125	95	70
	Northbound Left	1	200	105	195
	Southbound Left	1	100	55	80
10	<i>Sedona Avenue/State Route 63</i>				
	Eastbound Right	1	150	15	15
	Westbound Right	1	150	15	15
	Northbound Right	1	350	15	15
	Southbound Left	1	350	15	15

RECOMMENDED MITIGATION MEASURES

This section presents a list of recommended mitigation measures at the study intersections and roadways based upon the results of the analysis presented in this report. All of the study intersections are projected to operate at acceptable LOS "D" conditions or better through 2035 with implementation of the recommended mitigation measures identified below.

At the end of this section, Figure 12 identifies mitigated lane geometrics and control to achieve acceptable operating conditions at the study intersections. Because the mitigation measures are recommended for buildout in Year 2035 and generally do not provide an implementation year, the study intersections requiring mitigation to achieve acceptable LOS should be monitored on a regular basis by the City of Visalia and Caltrans. TCAG has an annual traffic monitoring program that could be used to collect LOS at these intersections.

EXISTING CONDITIONS

Under "Existing" the following mitigation measures are recommended:

Riggin Avenue/N. Giddings Street: Install a traffic signal and provide for northbound and southbound left turn channelization. This intersection currently operates at LOS "F" conditions during the PM peak hour. Implementation of these mitigation measures will result in LOS "B" operating conditions.

Robin Avenue/State Route 63: This intersection currently operates at LOS "E" conditions during the PM peak hour; however, this intersection does not meet the peak hour warrant because the minor street (Robin Avenue) approaches do not carry enough traffic volume to justify signalization. Therefore, it is recommended that the state and City of Visalia monitor this intersection in the future. A right turn only intersection with a raised median may be recommended for this intersection to achieve adequate levels of service. The state and City of Visalia should include this intersection in TCAG's Annual Traffic Monitoring Program.

EXISTING PLUS APPROVED/PENDING PROJECTS CONDITIONS

Under "Existing plus Approved/Pending Project" conditions, it is assumed that mitigation measures recommended under "Existing" conditions have been implemented. Under "Existing plus Approved/Pending Projects, no additional mitigation measures are recommended.

EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PHASE I CONDITIONS

Under "Existing plus Approved/Pending Projects plus Phase I" conditions, it is assumed that mitigation measures recommended under "Existing" conditions have been implemented. Under "Existing plus Approved/Pending Projects plus Phase I" conditions, the following mitigation measures have been identified:

Robin Avenue/State Route 63: This intersection is forecasted to exceed the queuing capacity for the westbound left turning movement. It is recommended that the project stripe the westbound approach to accommodate a left-thru lane and a dedicated right turn lane with a minimum of 300'.

Ferguson Avenue/State Route 63: This intersection is forecasted to exceed the queuing capacity for the eastbound left turning movements. It is recommended that the project restripe this movement to allow for additional eastbound left turning movements to be 300'.

Project Driveways: Based upon the site plan, it is assumed that Riggin Avenue/Intersection # 9 and State Route 63/Intersection # 8 provide for right turn only access into/out of the project site. The "right turn only"

driveways are recommended as a result of the close proximity to the adjacent intersection. This includes the major project driveway intersection on State Route 63 250' south of Riggin Avenue and a throat depth on the major project driveway of 80' per Caltrans July 17, 2011, letter to the city.

It is recommended that a raised median on State Route 63 be installed along the center median of the property line adjacent to and west of the proposed project that comply with city and state standards. The median is recommended to be constructed along State Route 63 approximately 450' in length from Riggin Avenue to the south as indicated in site plan as part of Phase I of the project.

YEAR 2035 BASE CONDITIONS

Under "Year 2035 Base" conditions, it is assumed that mitigation measures recommended under "Existing plus Approved/Pending Projects plus Phase I" conditions have been implemented. Under "Year 2035 Base" conditions, the following mitigation measures have been identified:

Riggin Avenue/Court Street: Install stop signs on the eastbound and westbound approaches along Riggin Avenue to have an all way stop controlled intersection. Implementation of these mitigation measures will result in acceptable LOS "C" operating conditions.

Robin Avenue/State Route 63: This intersection is forecasted to operate at unacceptable LOS "F" conditions and meets the Peak Hour Warrant during the AM and PM peak hours. Therefore, it is recommended that a raised median be installed on State Route 63 that would restrict access on the minor approaches. Based upon the analysis of future traffic data, a right turn only intersection is recommended for this intersection to achieve adequate levels of service. Because this is not a result of the proposed project, the City of Visalia and Caltrans are recommended to resolve this projected deficiency. Implementation of these mitigation measures will result in acceptable LOS "C" operating conditions.

YEAR 2035 BASE PLUS PROJECT CONDITIONS

Under "Year 2035 Base plus Project" conditions, it is assumed that mitigation measures recommended under "Year 2035 Base" conditions have been implemented. Under "Year 2035 Base plus Project" the following mitigation measures are recommended:

Court Street between Dove Avenue and Riggin Avenue: Extend this roadway during Phase II construction. This street shall be constructed to city standards.

PRO RATA SHARE CALCULATIONS

Table 14 identifies the pro rata share calculations as documented in the Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002). The method for calculating equitable mitigation measures is as follows:

$$P=T/(T_B - T_E)$$

Where:

P = The equitable share for the proposed project's traffic impact.

T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour (vph).

T_B = The forecasted traffic volume on a impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph.

T_E = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

TABLE 14
PRO RATA SHARE CALCULATIONS

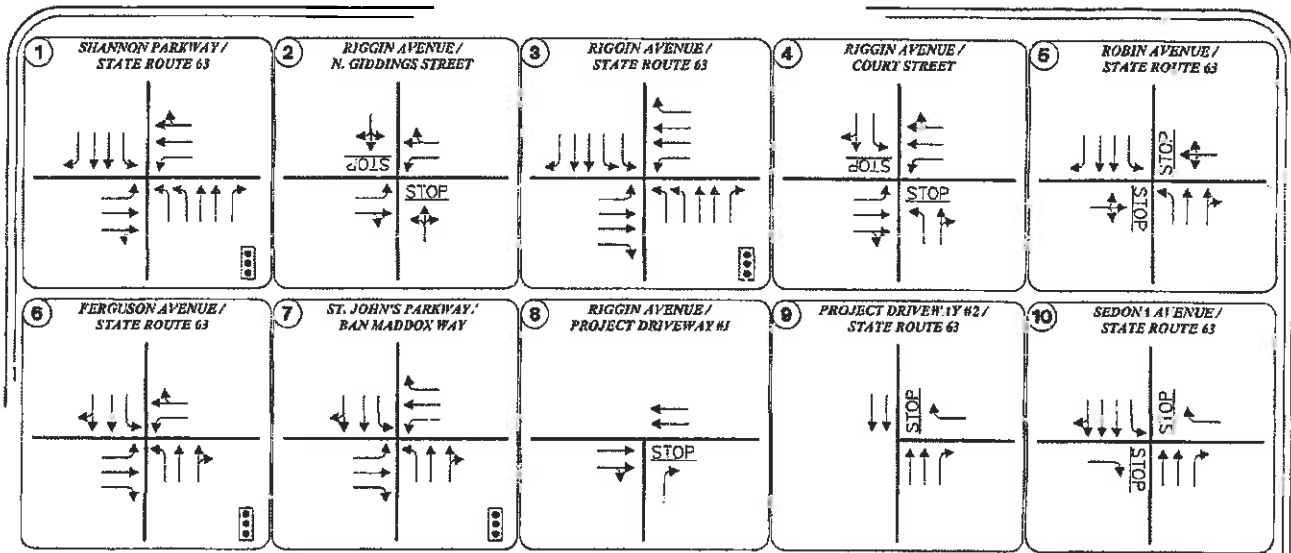
Intersection	Existing + Approved/Pending	2035 General Plan Buildout	Project Trips	Pro Rata %
Riggin Avenue/Giddings Street	1,037	2,576	260	16.9%
Riggin Avenue/Court Street	652	1,973	148	11.2%
Robin Avenue/State Route 63	1,268	3,264	296	14.8%

As shown in Table 14, the proposed project will generate a portion of PM peak hour trips that will contribute to the deficiencies identified above.

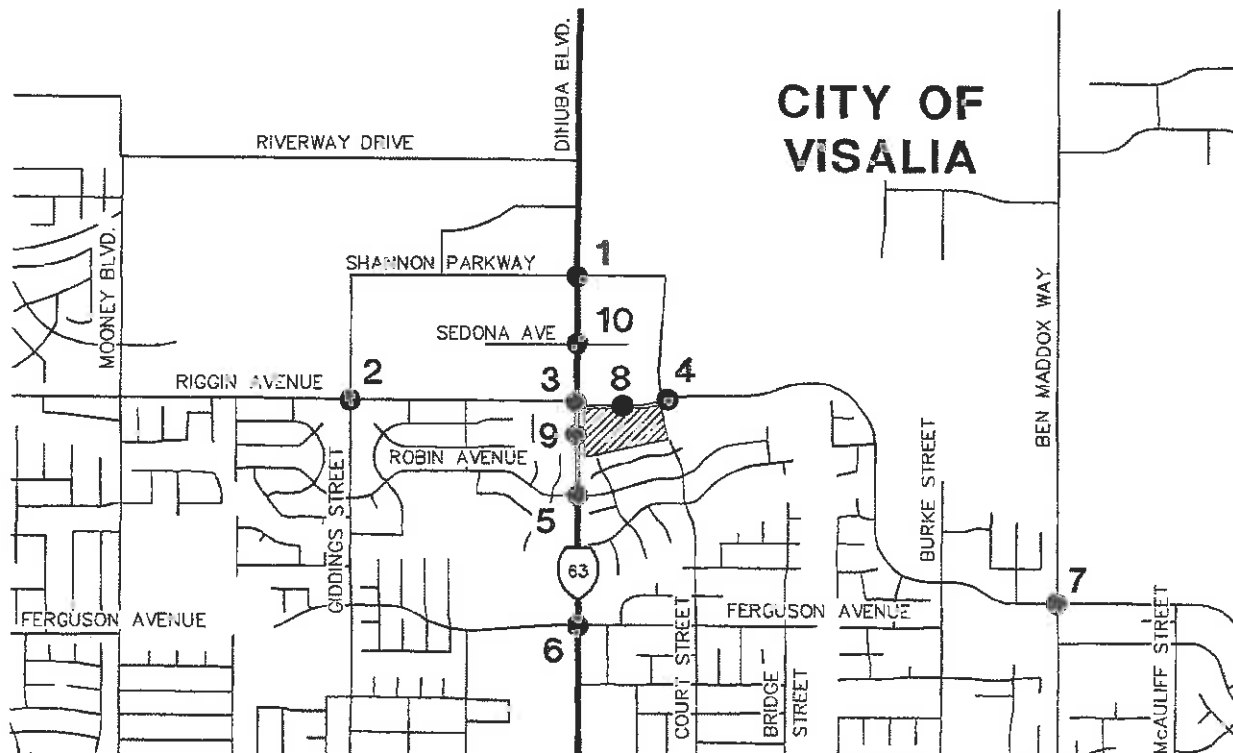
According to the methodology described in the Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002), Table 10 is neither intended as, nor does it establish a legal standard for determining equitable responsibility and cost of the project's traffic impact; the intent is to provide:

1. A starting point for early discussions to address traffic mitigation equitably;
2. A means for calculating the equitable share for mitigating traffic impacts; and
3. A means for establishing rough proportionality [Dolan vs. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)].

According to the Caltrans' *Guide for Preparation of Traffic Impact Studies* (December 2002), the method for calculating equitable mitigation measures "... is not intended for circumstances where a project proponent will be receiving a substantial benefit from the identified mitigation measure. In these cases, the project should take full responsibility toward providing the necessary infrastructure." Therefore, the beneficiary of the project driveway intersections on Riggin Avenue and State Route 63 shall provide for necessary improvements in order to accommodate access to their development.



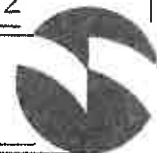
LEGEND:
 - PROJECT LOCATION



Riverbend Commercial Center TIAR

Figure 12

Year 2035 Base plus Project Mitigated Lane Geometrics and Control



ACOUSTICAL ANALYSIS
PROPOSED WENDY'S AT RIVERBEND CENTER
DINUBA BOULEVARD AND RIGGIN AVENUE
VISALIA, CALIFORNIA

BBA Report No. 11-021

PREPARED FOR
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PREPARED BY
BROWN-BUNTIN ASSOCIATES, INC.
VISALIA, CALIFORNIA

JULY 25, 2011



INTRODUCTION

The project is a proposed Wendy's drive-through restaurant to be located near the southeast corner of Dinuba Boulevard (State Route 63) and Riggin Avenue within the City of Visalia, California. The drive-through restaurant would be part of the Riverbend Commercial Center that would include a gas station, mini-mart and car wash. The City of Visalia has required an acoustical analysis for the project to determine if noise levels produced by the drive-through operation would exceed city noise standards and recommend noise mitigation measures if required.

This analysis, prepared by Brown-Buntin Associates, Inc. (BBA), is based upon the project site plan dated June 8, 2011, measured noise level data obtained at a similar restaurant and project operations information provided by the project developer. Revisions to the site plan or other project-related information available to BBA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

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

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

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

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

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

Ordinance No. 90-03 of the Visalia Ordinance Code (noise ordinance) applies to noise sources that are not pre-empted from local control by existing state or federal regulations. Pre-empted noise sources include traffic on public roadways, railroad operations and aircraft operations. The

proposed drive-through restaurant is not a pre-empted noise source and is therefore subject to the provisions of the noise ordinance.

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

Category	Cumulative # Min/Hr. (L_n) ¹	Daytime (6:00 a.m.-7:00 p.m.)	Nighttime (7:00 p.m.-6:00 a.m.)
1	30 (L_{50})	50/45 ²	45/40 ²
2	15 (L_{25})	55/50 ²	50/45 ²
3	5 ($L_{8.3}$)	60/55 ²	55/50 ²
4	1 ($L_{1.7}$)	65/60 ²	60/55 ²
5	0 (L_{max})	70/65 ²	65/60 ²

¹The L_n is an abbreviation for the percentage of time that a certain noise level is exceeded during a one-hour period.
²The standards have been adjusted by 5 dB since the noise source of concern consists primarily of speech.

EXISTING PROJECT SITE NOISE EXPOSURE

The primary existing source of noise affecting the project site and surrounding area is traffic on Dinuba Boulevard (State Route 63) and Riffin Avenue. Ambient noise level measurements were conducted on July 12, 2011 near the southern boundary of the project site at a distance of approximately 200 feet from the center of Dinuba Boulevard. The noise monitoring site is representative of the closest existing residential properties to the proposed drive-through restaurant. Figure 1 shows the project site and ambient noise monitoring site.

Noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL 820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The microphone was located on a tripod at about five feet above the ground. The noise monitoring equipment complies with specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters and was calibrated prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. Ambient noise monitoring data are summarized in Table II.

Figure 1: Project Site and Ambient Noise Monitoring Location

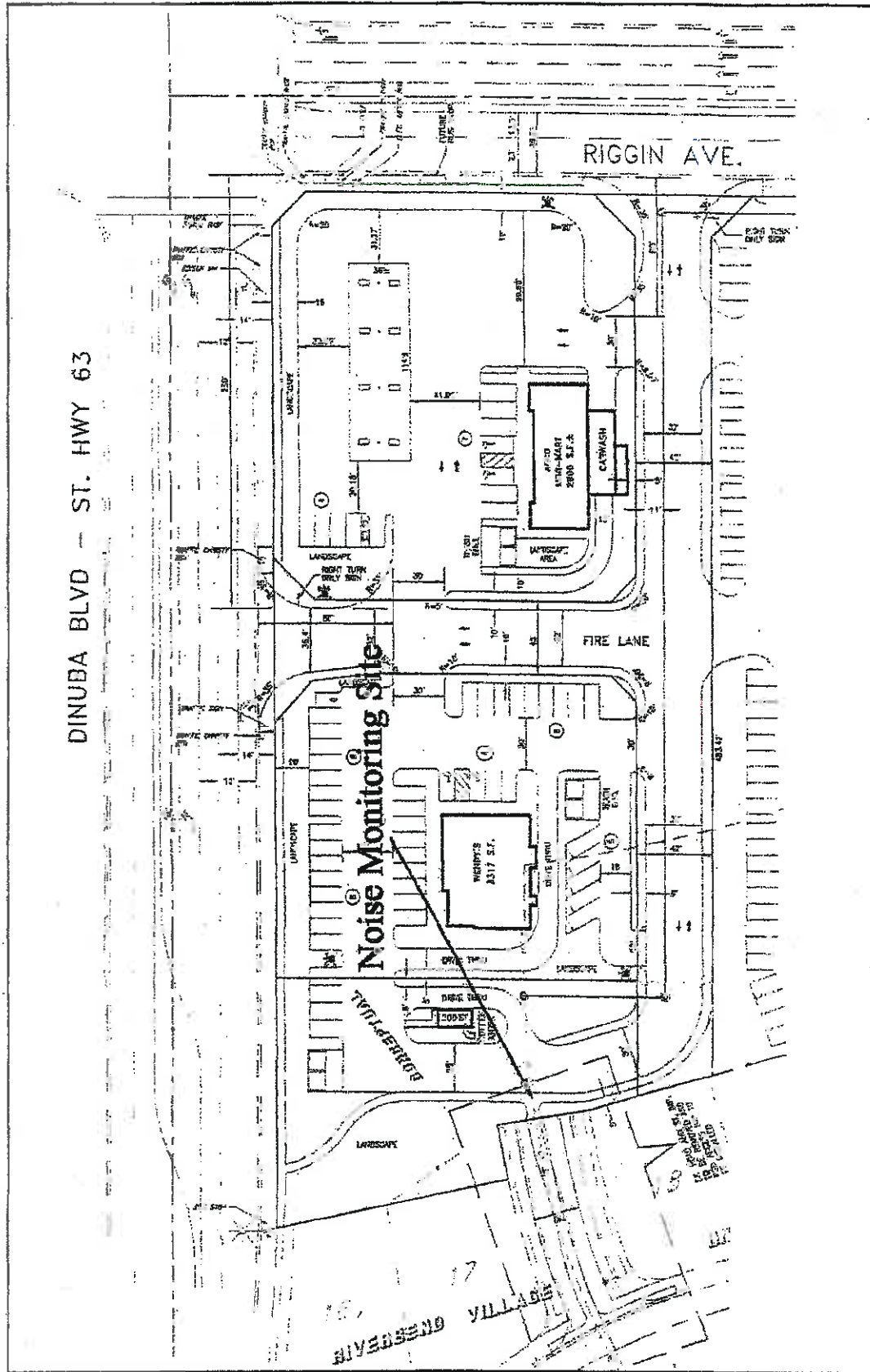


Table II indicates that existing ambient noise levels in the project vicinity are in the range of 42-63 dBA with an energy average level (L_{eq}) of 52.7 dBA. The predominant noise source at the time of the ambient noise level measurements was traffic on Dinuba Boulevard. The estimated DNL within the residential area in the vicinity of the project site is 50-65 dB, depending upon distance from Dinuba Boulevard. This is a typical noise exposure for many Visalia neighborhoods.

TABLE II
SUMMARY OF AMBIENT NOISE LEVEL MEASUREMENTS
JULY 12, 2011

Time	Location	A-weighted Decibels, dBA						
		L_{eq}	L_{min}	L_{max}	L_{50}	L_{25}	L_{75}	$L_{1,7}$
9:00-9:15 a.m.	Project site @ 200' from SR63 CL	52.7	41.7	62.9	50.8	54.2	56.9	59.0

Source: Brown-Buntin Associates, Inc.

PROJECT-RELATED NOISE LEVELS

In order to obtain reference noise level data for the project, BBA measured noise levels at an existing Wendy's drive-through restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously-described noise monitoring equipment. According to the project developer, the configuration of the drive-through lane and loudspeaker equipment at the tested Wendy's restaurant is similar to that proposed for the project.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-through lane at the approximate height of a typical car window. With reference to the proposed project, the menu board containing the microphone/loudspeaker system would be located near the southwest corner of the restaurant building with the loudspeaker facing south. Vehicles would enter the drive-through lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles

moving through the drive-through lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data.

The proposed hours of restaurant operation were not known to BBA at the time this analysis was prepared. However, it is reasonable to assume that the drive-through operation would extend into the nighttime hours as defined by the city's noise ordinance (7:00 p.m.-6:00 a.m.). This means that the nighttime standards of the city's noise ordinance are applicable to the project.

As noted above, a typical drive-through ordering cycle was observed to last about 60 seconds during peak levels of activity. This translates into about 60 cycles per hour. Assuming that loudspeaker use would average 5-10 seconds per cycle, also noted above, loudspeaker use would total 5-10 minutes per hour (or 8.3-16.7% of the time) during peak levels of activity. This corresponds to the $L_{8,3}$ and $L_{2,5}$ statistical categories of the city's noise ordinance. The nighttime $L_{8,3}$ and $L_{2,5}$ standards for sources consisting primarily of speech or music are 50 and 45 dBA, respectively. Noise from idling vehicles is assumed to occur at least 50% of the time during peak levels of activity. This corresponds to a nighttime L_{50} standard of 40 dBA.

The closest noise-sensitive receptors to the project are existing residential properties located to the south off of North Encina Court. The closest residential property line would be located about 125 feet from the menu board containing the microphone/loudspeaker system. Potential project-related noise exposure at that location was calculated based upon the above-described reference noise measurement data and the normal rate of sound attenuation over distance for a "point" noise source (6 dB/doubling of distance).

Table III summarizes project-related noise levels at the closest residential property line, and compares the levels to applicable noise ordinance standards. The project would be expected to comply with the city's noise ordinance in all categories during the daytime hours. However, the project could exceed the city's noise ordinance in Categories 1 and 2 during the nighttime hours by up to 5 dB.

Compliance with the city's *noise element* is determined using the DNL descriptor. The DNL may be calculated using the L_{eq} measured during typical source operations and the assumed hours of operation. If it is assumed that the project could operate continuously at peak levels of activity between the hours of 7:00 a.m. and 10:00 p.m. (a worst-case scenario), the calculated DNL due to the project at the closest noise-sensitive property line would be in the range of 50-55 dB. This complies with the city's exterior land use compatibility criterion of 65 dB DNL. Assuming normal residential construction, the project would also comply with the city's interior noise level standard of 45 dB DNL.

NOISE MITIGATION

Noise mitigation is not required for compliance with the interior or exterior standards of the city's *noise element* at the closest noise-sensitive properties. Table III shows that the project would also be expected to comply with all statistical categories of the *noise ordinance* for

assumed peak levels of activity during the daytime hours (6:00 a.m. to 7:00 p.m.). If peak levels of activity were to occur during the nighttime hours (7:00 p.m. to 6:00 a.m.), the project has the potential to exceed Categories 1 and 2 of the noise ordinance by up to 5 dB.

TABLE III							
WORST-CASE NOISE EXPOSURE COMPARED TO NOISE ORDINANCE STANDARDS							
WENDY'S DRIVE-THROUGH AT RIVERBEND CENTER							
Category	Cumulative Min/Hr. (L_n)	Daytime (6:00 a.m.-7:00 p.m.)			Nighttime (7:00 p.m.-6:00 a.m.)		
		Noise Standard ¹	Project Noise	Compliance	Noise Standard ¹	Project Noise	Compliance
1	30 (L_{50})	45	45	Yes	40	45	? ²
2	15 (L_{25})	50	50	Yes	45	50	? ²
3	5 ($L_{8.3}$)	55	50	Yes	50	50	Yes
4	1 ($L_{1.7}$)	60	52	Yes	55	52	Yes
5	0 (L_{max})	65	53	Yes	60	53	Yes

¹Standards adjusted (made 5 dB more restrictive) for noise sources consisting primarily of speech or music.
²Project would comply within these categories if noise ordinance standards are adjusted for existing noise levels from traffic on Dinuba Boulevard during likely periods of peak project activities.

Source: Brown-Buntin Associates, Inc.

As noted above, the city's noise ordinance standards may be adjusted if noise levels not related to the project already exceed the standards of the ordinance. During the site inspection and ambient noise measurements on July 12, 2011, individual cars and pickups on Dinuba Boulevard were observed to produce noise levels in the range of 50-57 dBA near the closest noise-sensitive properties to the project. Individual trucks and buses produced noise levels in the range of 60-63 dBA. The measured L_{50} during the ambient noise monitoring period was 50.8 dBA.

It is unlikely that the proposed drive-through restaurant would operate at peak levels during times of the day or night when traffic volumes on Dinuba Boulevard are low. If it may be assumed that traffic noise associated with Dinuba Boulevard Avenue already exceeds 50 dBA for more than 30 minutes per hour during periods when peak project activity would be expected, it may be concluded that the project would not exceed the city's noise ordinance standards. Noise mitigation would therefore not be required for compliance with the noise ordinance.

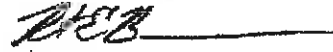
CONCLUSIONS

The proposed Wendy's drive-through restaurant at Riverbend Center will comply with applicable City of Visalia exterior and interior noise level requirements without additional mitigation.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to Brown-Buntin Associates, Inc. (BBA) at the time the analysis was

prepared concerning the proposed site plan, noise levels produced by similar drive-through loudspeaker systems and hours of peak project operations. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in drive-through sound system technology, noise regulations or other factors beyond BBA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Robert E. Brown
President

REB:dm

APPENDIX A

ACOUSTICAL TERMINOLOGY

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

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

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

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

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

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

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

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

ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE
CONTOURS:**

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

**NOISE LEVEL
REDUCTION (NLR):**

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

SEL or SENEL:

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

SOUND LEVEL:

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

**SOUND TRANSMISSION
CLASS (STC):**

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



MEETING DATE July 8, 2015
SITE PLAN NO. 15-108
PARCEL MAP NO.
SUBDIVISION
LOT LINE ADJUSTMENT NO.

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

- RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.
- During site plan design/policy concerns were identified, schedule a meeting with
- Planning Engineering prior to resubmittal plans for Site Plan Review.
- Solid Waste Parks and Recreation Fire Dept.

REVISE AND PROCEED (see below)

- A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.
- Submit plans for a building permit between the hours of 8:30 a.m. and 4:30 p.m., Monday through Friday.
- Your plans must be reviewed by:
- | | |
|---|--|
| <input type="checkbox"/> CITY COUNCIL | <input type="checkbox"/> REDEVELOPMENT |
| <input checked="" type="checkbox"/> PLANNING COMMISSION | <input type="checkbox"/> PARK/RECREATION |
| <input type="checkbox"/> HISTORIC PRESERVATION | <input type="checkbox"/> OTHER _____ |

ADDITIONAL COMMENTS _____

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

City of Visalia
Building: Site Plan
Review Comments

SITE PLAN NO: SPR15108
PROJECT TITLE: COMMERCIAL PARCEL MAP
DESCRIPTION: DIVIDE EXISTING 8.93 ACRE PARCEL INTO 8 PARCEL FOR FUTURE COMMERCIAL/OFFICE (C30) (X)
APPLICANT: FORESTER WEBER & ASSOCIATES LLC
PROP OWNER: KITTERMAN DAYTON D & E JEANETTE
LOCATION: 2535 E GOSHEN AVE
APN(S): 098-060-040

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

- Business Tax Certification is required. *For information call (559) 713-4326*
- A building permit will be required. *For information call (559) 713-4444*
- Submit 4 sets of professionally prepared plans and 2 sets of calculations. (Small Tenant Improvements)
- Submit 4 sets of plans prepared by an architect or engineer. Must comply with 2013 California Building Cod Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking, common area and public right of way must comply with requirements for access for persons with disabilities.
- Multi family units shall be accessible or adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required clearance from San Joaquin Valley Air Pollution Board. Prior to am demolition work
For information call (661) 392-5500
- Location of cashier must provide clear view of gas pump island
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-7400*
- Project is located in flood zone _____ * Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$151.90) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.54 per square foot. Residential \$3.36 per square foot.
- Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments
- See previous comments dated: _____

Special comments: _____

City of Visalia
Building: Site Plan
Review Comments

G. FERRERO _____ Date: 7-8-15
Signature

CITY OF VISALIA
SOLID WASTE DIVISION
320 N. BEN MADDOK
VISALIA CA. 93291
713 - 4500

COMMERCIAL BIN SERVICE

SITE PLAN NO: SPR15108
PROJECT TITLE: COMMERCIAL PARCEL MAP
DESCRIPTION: DIVIDE EXISTING 5.88 AC.FE. PARCEL INTO 3 PARCEL FOR FUTURE COMMERCIAL/OFFICE (OSO) (X)
APPLICANT: FORESTER WEBER & ASSOCIATES LLO
PROP OWNER: KITTERMAN DAYTON D & E JEANETTE
LOCATION: 2503 E GOSHEN AVE
APN(S): 098-060-040

No comments.

Same comments as as

Revisions required prior to submitting final plans. See comments below.

Resubmittal required. See comments below.

Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers.

ALL refuse enclosures must be R-3 or R-4

Customer must provide combination or keys for access to locked gates/bins

Type of refuse service not indicated.

Location of bin enclosure not acceptable. See comments below.

Bin enclosure not to city standards double.

Inadequate number of bins to provide sufficient service. See comments below.

Drive approach too narrow for refuse trucks access. See comments below.

Area not adequate for allowing refuse truck turning radius of :
Commercial (X) 50 ft. outside 36 ft. inside; Residential () 35 ft. outside, 20 ft. inside.

Paved areas should be engineered to withstand a 55,000 lb. refuse truck.

Bin enclosure gates are required

Hammerhead turnaround must be built per city standards.

Cul - de - sac must be built per city standards.

Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.

Area in front of refuse enclosure must be marked off indicating no parking

Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS)

Customer will be required to roll container out to curb for service.

Must be a concrete slab in front of enclosure as per city standards

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

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

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

Javier Hernandez, Solid Waste Front Load Supervisor 713-4338

**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

Jason Huckleberry 713-4259
 Adrian Rubalcaba 713-4271

ITEM NO: 2 DATE: JULY 8, 2016

SITE PLAN NO.: 15-108
PROJECT TITLE: COMMERCIAL PARCEL MAP
DESCRIPTION: DIVIDE EXISTING 5.93 ACRE PARCEL INTO 3 PARCELS FOR FUTURE COMMERCIAL/OFFICE (CSO) (X)
APPLICANT: FORESTER WEBER & ASSOCIATES LLC
PROP. OWNER: KITTERMAN DAYTON D & E JEANETTE
LOCATION: 2503 E GOSHEN AVE
APN: 098-060-040

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (Indicated by checked boxes)
- Submit improvements plans detailing all proposed work; Subdivision Agreement will detail fees & bonding requirements
- Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map
- The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.
- A preconstruction conference is required prior to the start of any construction.
- Right-of-way dedication required. A title report is required for verification of ownership. by map by deed
- City Encroachment Permit Required which shall include an approved traffic control plan
- CalTrans Encroachment Permit Required. CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: David Deel (Planning) 488-4088
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District
- Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.
- Written comments required from ditch company. Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- Final Map & Improvements shall conform to the City's Waterways Policy. Access required on ditch bank, 12' minimum. Provide _____ wide riparian dedication from top of bank.
- Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site

basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom maintenance.

- Show Oak trees with drip lines and adjacent grade elevations. Protect Oak trees during construction in accordance with City requirements. A permit is required to remove oak trees. The City will evaluate oak trees with removal permit applications. Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. A pre-construction conference is required. Contact: Joel Hooyer, City Arborist, 713-4295
- Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- Relocate existing utility poles and/or facilities.
- Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- Provide "R" value tests: each at
- Traffic indexes per city standards:
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
- All lots shall have separate drive approaches constructed to City Standards.
- Install street striping as required by the City Engineer.
- Install sidewalk: **MIN 6'** ft. wide, with ft. wide parkway on **WITHIN PRIVATE ACCESS ROAD**
- Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).
- Subject to existing Reimbursement Agreement to reimburse prior developer:
- Abandon existing wells per City of Visalia Code. A building permit is required.
- Remove existing irrigation lines & dispose off-site. Remove existing leach fields and septic tanks.
- Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
- If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
- If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

Comply with prior comments Resubmit with additional information Redesign required

Additional Comments:

1. Refer to original conditions for Parcel Map 13-01, Riverbend Commercial development.

2. A small portion of right-of-way shall be dedicated with the parcel map on Parcels 3 & 4 for the curb ramp returns at access road and Court St.

3. The approved Phase 1 improvements for Riverbend Commercial Center will be required to be installed prior to development on new parcels.

4. Impact fees will apply to future development of each parcel.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 15-108
Date: 7/8/2015

Summary of applicable Development Impact Fees to be collected at the time of final parcel map recordation:

(Preliminary estimate only! Final fees will be based on approved subdivision map & improvements plans and the fee schedule in effect at the time of recordation.)

(Fee Schedule Date: 7/7/2015)
(Project type for fee rates: Deferred until time of development)

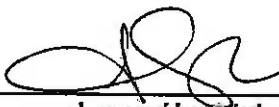
Existing uses may qualify for credits on Development Impact Fees.

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	
<input checked="" type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	
<input type="checkbox"/> Park Acquisition Fee	
<input type="checkbox"/> Northeast Acquisition Fee Total: Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	

Additional Development Impact Fees will be collected at the time of issuance of building permits.

City Reimbursement:

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



SUBDIVISIONS DIVISION
ADRIAN RUBALCABA

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

July 8, 2016

ITEM NO: 2
SITE PLAN NO: SFR15105
PROJECT TITLE: COMMERCIAL PARCEL MAP
DESCRIPTION: DIVIDE EXISTING 5.00 ACRE PARCEL INTO 6 PARCEL FOR FUTURE COMMERCIAL/OFFICE (CSO) (X)
APPLICANT: FORESTER WEBER & ASSOCIATES LLC
PROP. OWNER: KITTERMAN DAYTON D & E JEANETTE
LOCATION: 2500 E GOSHEN AVE
APN(S): 096-050-040

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

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

Additional Comments:

•


Leslie Blair

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

ITEM NO: 1 DATE: July 02, 2016
SITE PLAN NO: SPR15108
PROJECT TITLE: COMMERCIAL PARCEL MAP
DESCRIPTION: DIVIDE EXISTING 6.88 ACRE PARCEL INTO 8
PARCEL FOR FUTURE COMMERCIAL/OFFICE (OSO)
(*)
APPLICANT: FORESTER WEBER & ASSOCIATES LLC
PROP OWNER: KITTERMAN DAYTON D & E JEANETTE
LOCATION: 2503 E GOSHEN AVE
APN(S): 038-060-040

Site Plan Review Comments

- No Comment at this time.
- Request opportunity to comment or make recommendations as to safety issues as plans are developed.
- Public Safety Impact fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001

Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement, previously existed. *Refer to Engineering Site Plan comments for fee estimation.
- Not enough information provided. Please provide additional information pertaining to:

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

- Access Controlled / Restricted etc:

- Lighting Concerns:

- Landscaping Concerns:

- Traffic Concerns:

- Surveillance Issues:

- Line of Sight Issues:

- Other Concerns:

B WINTER L98



Site Plan Review Comments For:
 City of Visalia
 Fire Department
 707 W Acequia
 Visalia, CA 93291
 559-713-4261 office
 559-713-4808 fax

SITE PLAN NO: SPR15103
 PROJECT TITLE: COMMERCIAL PARCEL MAP
 DESCRIPTION: DIVIDE EXISTING 6.93 ACRE PARCEL INTO 1 PARCEL FOR FUTURE COMMERCIAL/OFFICE (OSO) (X)
 APPLICANT: FORESTER WESER & ASSOCIATES LLC
 PROP OWNER: KITTERMAN DAYTON D & E JEANETTE
 LOCATION: 2503 E GOSHEN AVE
 APN(S): 069-030-040

The following comments are applicable when checked:

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

General:

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

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

Water Supply:

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

Emergency Access:

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

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

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

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

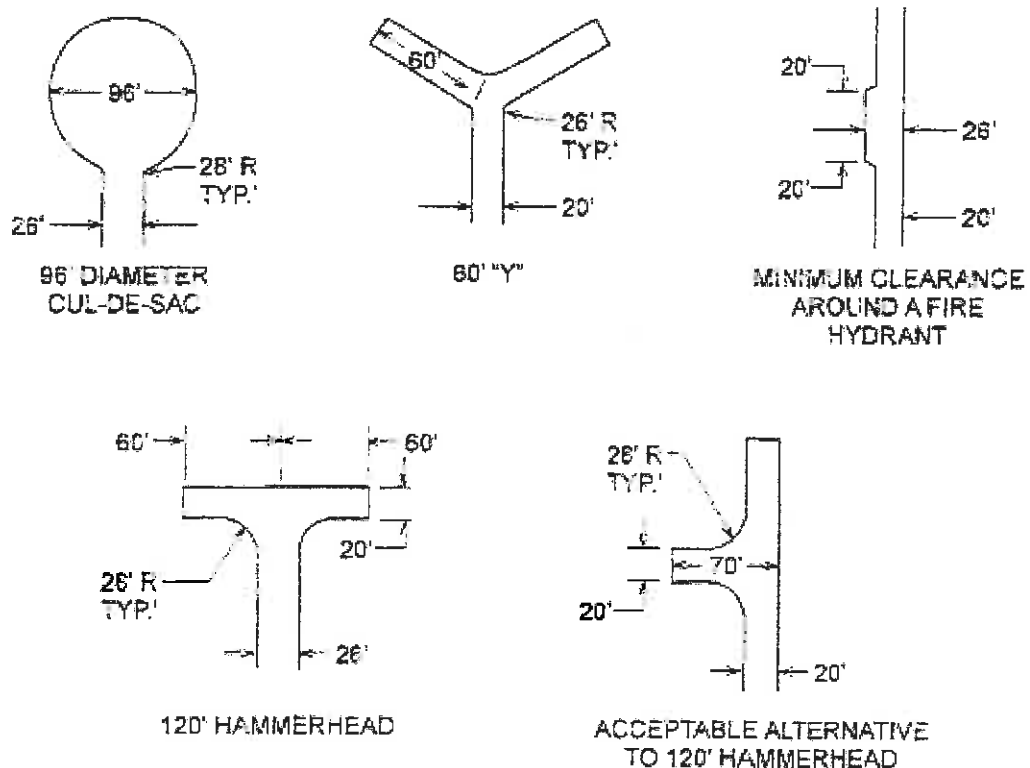



FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

- Gates on access roads shall be a minimum width of 20 feet and shall comply with the following:
2013 CFC D103.5
- Typical chain and lock shall be the type that can be cut with a common bolt cutter, or the developer may opt to provide a Knox Box key lock system.
 - Gates shall be of the swinging or sliding type.
 - Gates shall allow manual operation by one person. (power outages)
 - Gates shall be maintained in an operative condition at all times.
 - Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. (Note: Knox boxes shall be ordered using an approved application that can be found at Fire Administration Office located at 707 W. Acequia Ave. Please allow adequate time for shipping and installation.)
- In any and all new One- or two-family dwellings residential developments regardless of the number of units, street width shall be a minimum of 36 feet from curb to curb to allow fire department access and to permit parking on both sides of the street. A minimum of 20 feet shall be provided for developments that don't allow parking on the streets. *2013 CFC D107.2*

Fire Protection Systems:

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

Special Comments:



Maribel Vasquez
Fire Inspector

SITE PLAN REVIEW COMMENTS

Paul Bernal, Planning Division (559) 713-4025

Date: July 08, 2015

SITE PLAN NO: 2015-108
PROJECT TITLE: COMMERCIAL PARCEL MAP
DESCRIPTION: DIVIDE EXISTING 5.93 ACRE PARCEL INTO 6 PARCEL FOR FUTURE COMMERCIAL/OFFICE (CSO) (X)
APPLICANT: FORESTER WEBER & ASSOCIATES LLC
PROP. OWNER: BRIDGECOURT HOMES L.P.
LOCATION TITLE: SOUTHSIDE OF W. RIGGIN AVE. BTW COURT & DINUBA
APN TITLE: 091-010-040
GENERAL PLAN: Commercial Mixed Use
EXISTING ZONING: C-SO – Shopping / Office Commercial

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Tentative Parcel Map
- Conditional Use Permit (Landlocked Parcels)
- Comply with the Riverbend Village Design Guidelines and Engineering Standards
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: 07/08/2015

1. A tentative parcel map and conditional use permit (CUP) is required. The CUP is required because the parcel map is creating parcels that do not have access to a public street. Access to these parcels is achieved via private vehicular access easements.
2. 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.
3. Comply with all requirement of the Riverbend Village Design Guidelines and Engineering Standards.

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

Design District: "B" [17.30.170]

Maximum Building Height: 50 Feet

Minimum Setbacks:

Building

Landscaping

➤ Front	15 Feet	15 Feet
➤ Side	0 Feet	5 Feet*
➤ Street side on corner lot	10 Feet	10 Feet
➤ Side abutting residential zone	15 Feet	5 Feet
➤ Rear	0 Feet	5 Feet*
➤ Rear abutting residential zone	20 Feet	5 Feet

*(Except where building is on property line)

Minimum Site Area: 5 acres

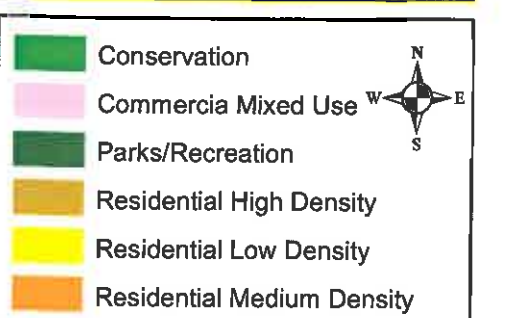
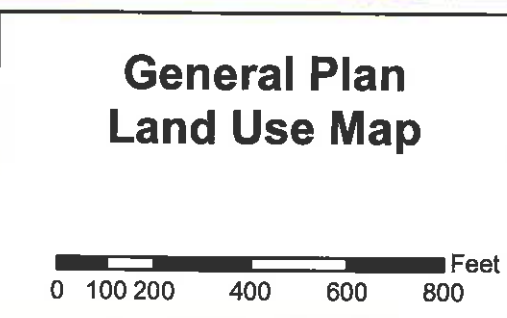
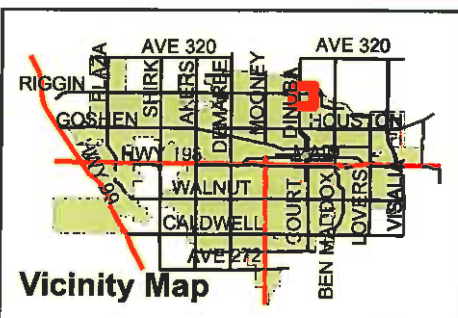
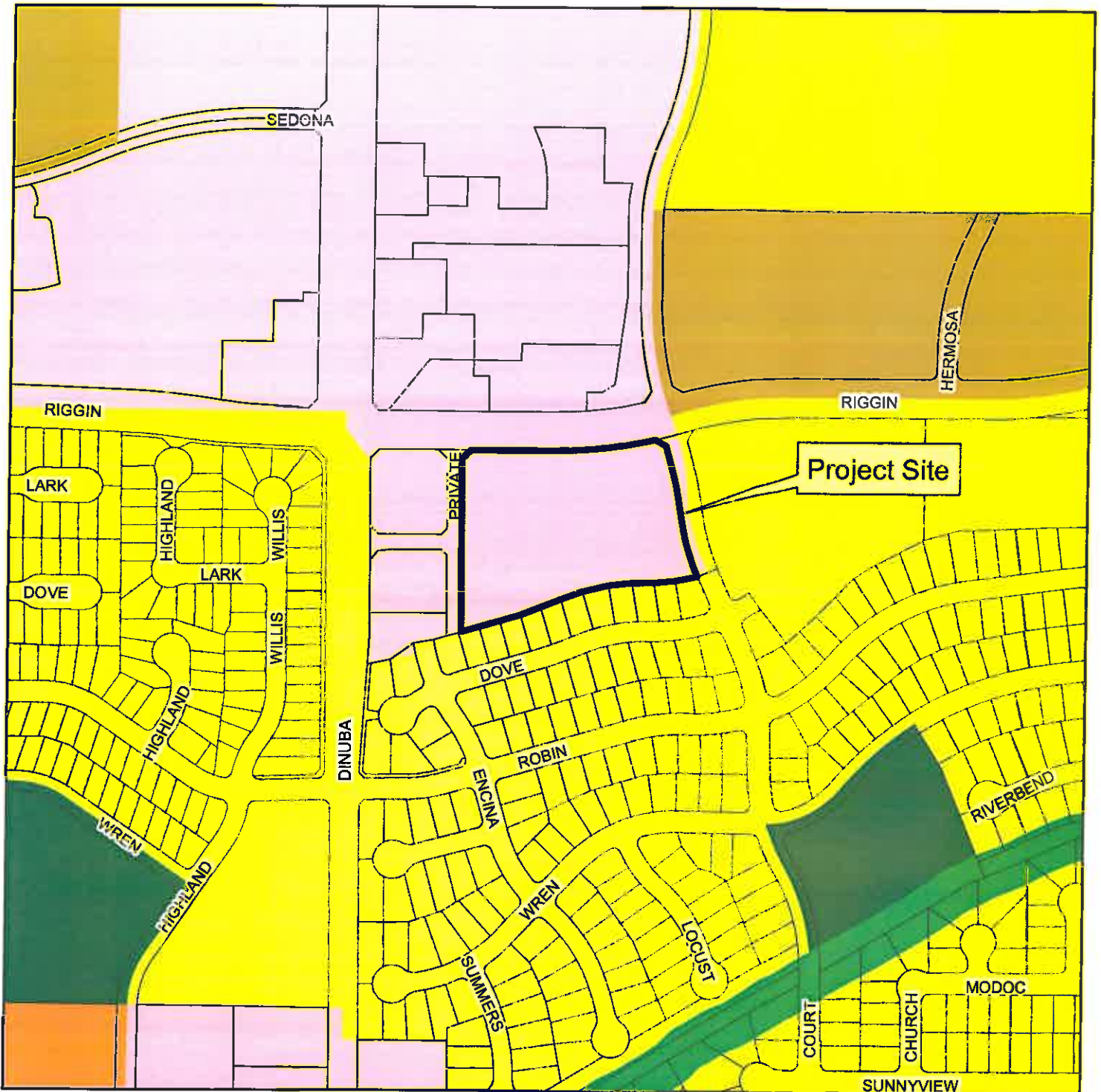
Parking: As prescribed in Chapter 17.34

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments.

Signature 

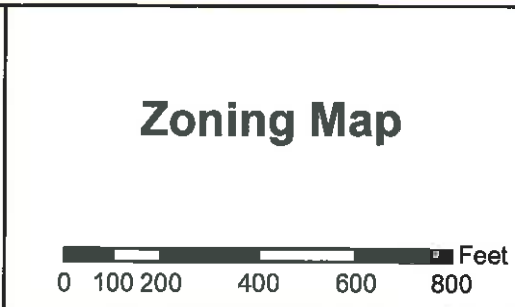
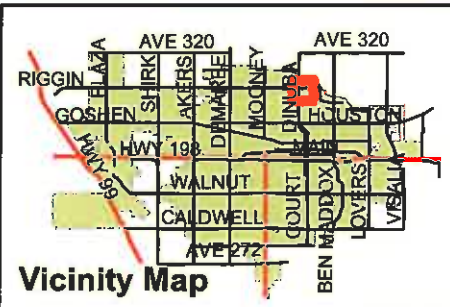
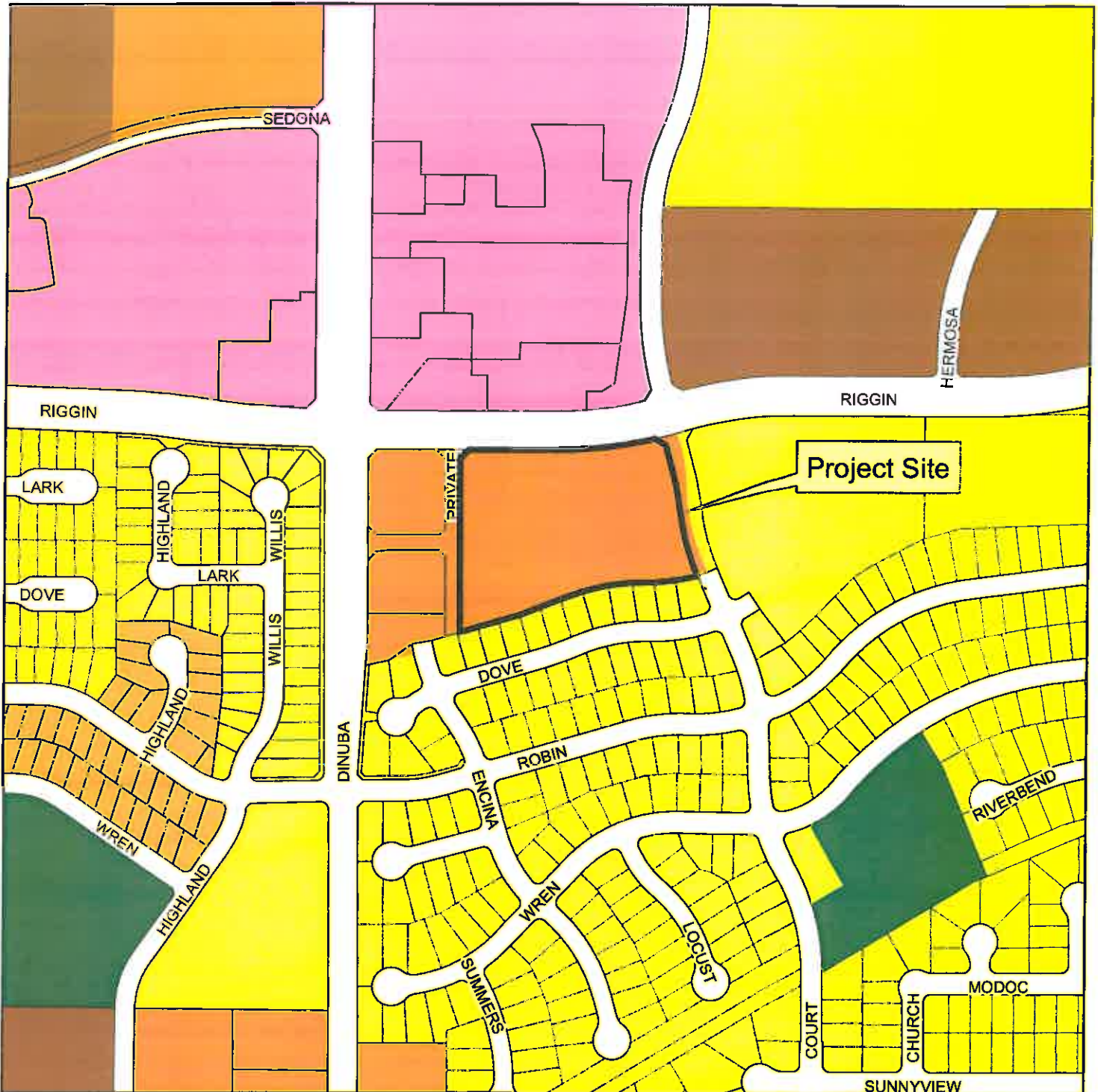
Tentative Parcel Map No. 2015-04 & Conditional Use Permit No. 2015-21

The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggin Avenue. (APN: 091-010-040 [portion])



Tentative Parcel Map No. 2015-04 & Conditional Use Permit No. 2015-21

The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Rigg in Avenue. (APN: 091-010-040 [portion])

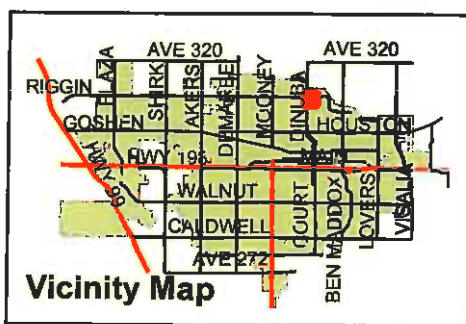


- COMMUNITY COMMERCIAL
- SHOPPING / OFFICE COMMERCIAL
- QUASI-PUBLIC
- SINGLE-FAMILY RESIDENTIAL R-1-4.5
- SINGLE-FAMILY RESIDENTIAL R-1-6
- MULTI-FAMILY RESIDENTIAL R-M-2
- MULTI-FAMILY RESIDENTIAL R-M-3



Tentative Parcel Map No. 2015-04 & Conditional Use Permit No. 2015-21

The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and Riggan Avenue. (APN: 091-010-040 [portion])



Aerial Photo
Photo Taken March 2014

0 100 200 400 Feet

- WATERWAYS
- RAILROADS
- PARCELS

Tentative Parcel Map No. 2015-04 & Conditional Use Permit No. 2015-21

The project is located on the southeast corner of Dinuba Boulevard (State Route 63) and RiggIn Avenue. (APN: 091-010-040 [portion])

